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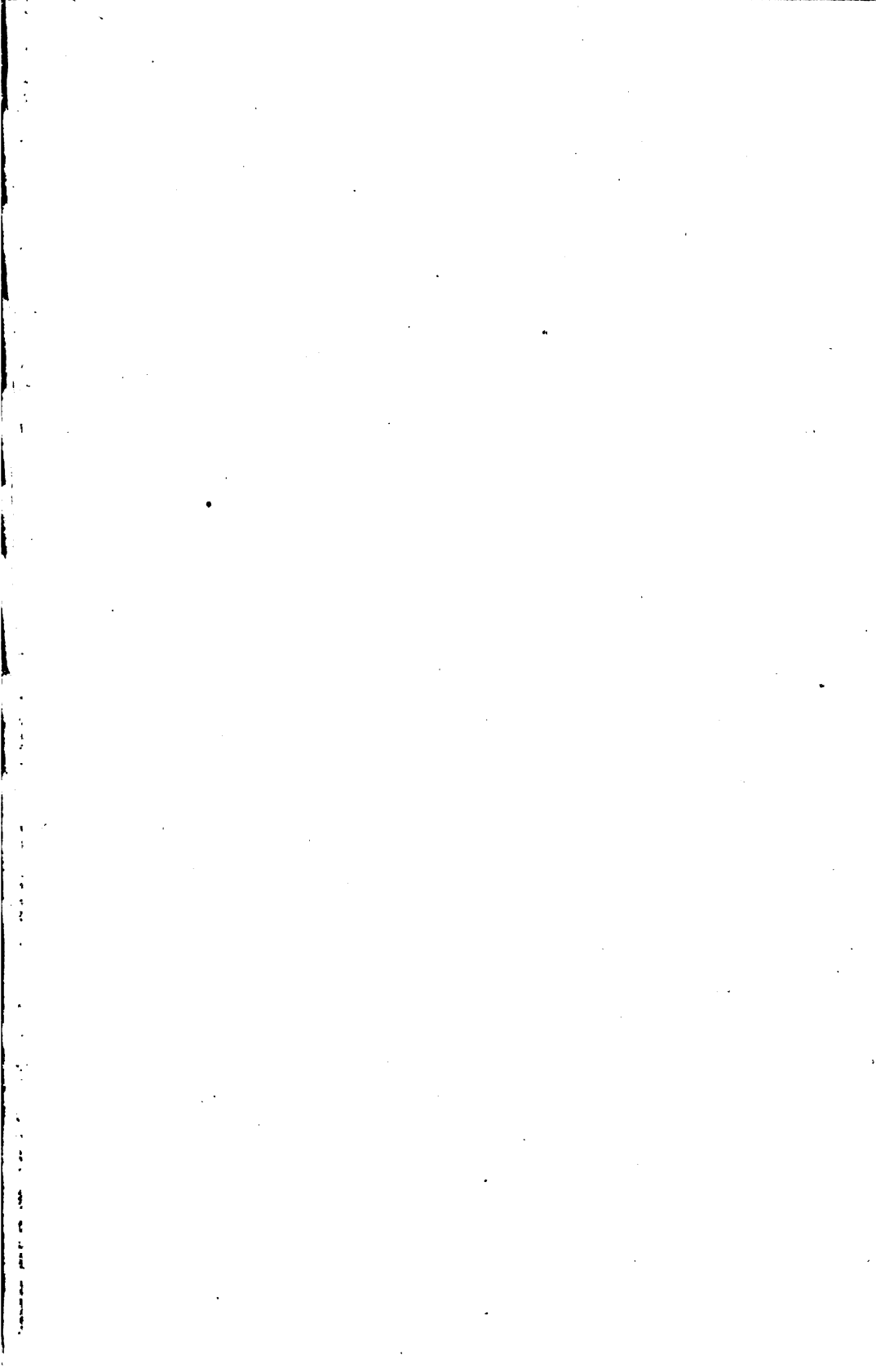
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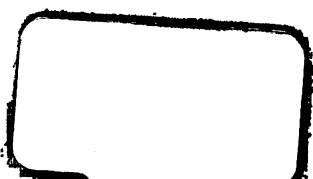
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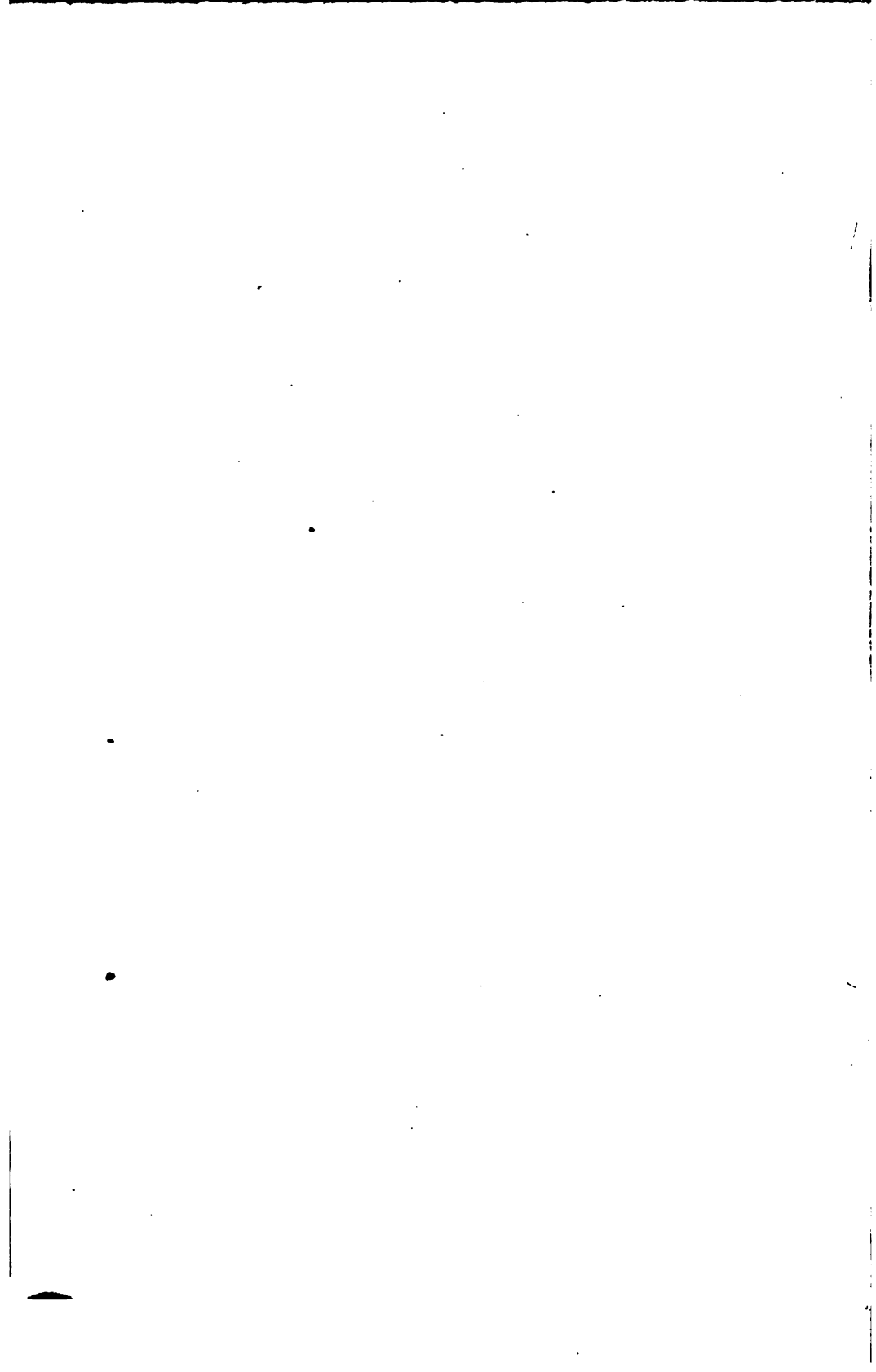




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ANNUAL STATEMENTS

OF THE

Railroad & Canal Companies

OF THE

STATE OF NEW JERSEY,

TOGETHER WITH

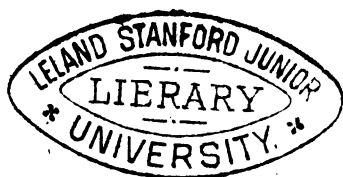
REPORT OF THE STATE DIRECTOR OF THE UNITED  
NEW JERSEY RAILROAD AND CANAL COMPANY,

FOR THE YEAR

1883

---

NEWTON, N. J.:  
THOMAS G. BUNNELL, PRINTER.  
1884.



H2254

STATE OF NEW JERSEY,  
OFFICE OF COMPTROLLER OF THE TREASURY, }  
TRENTON, MARCH 1st, 1884. }

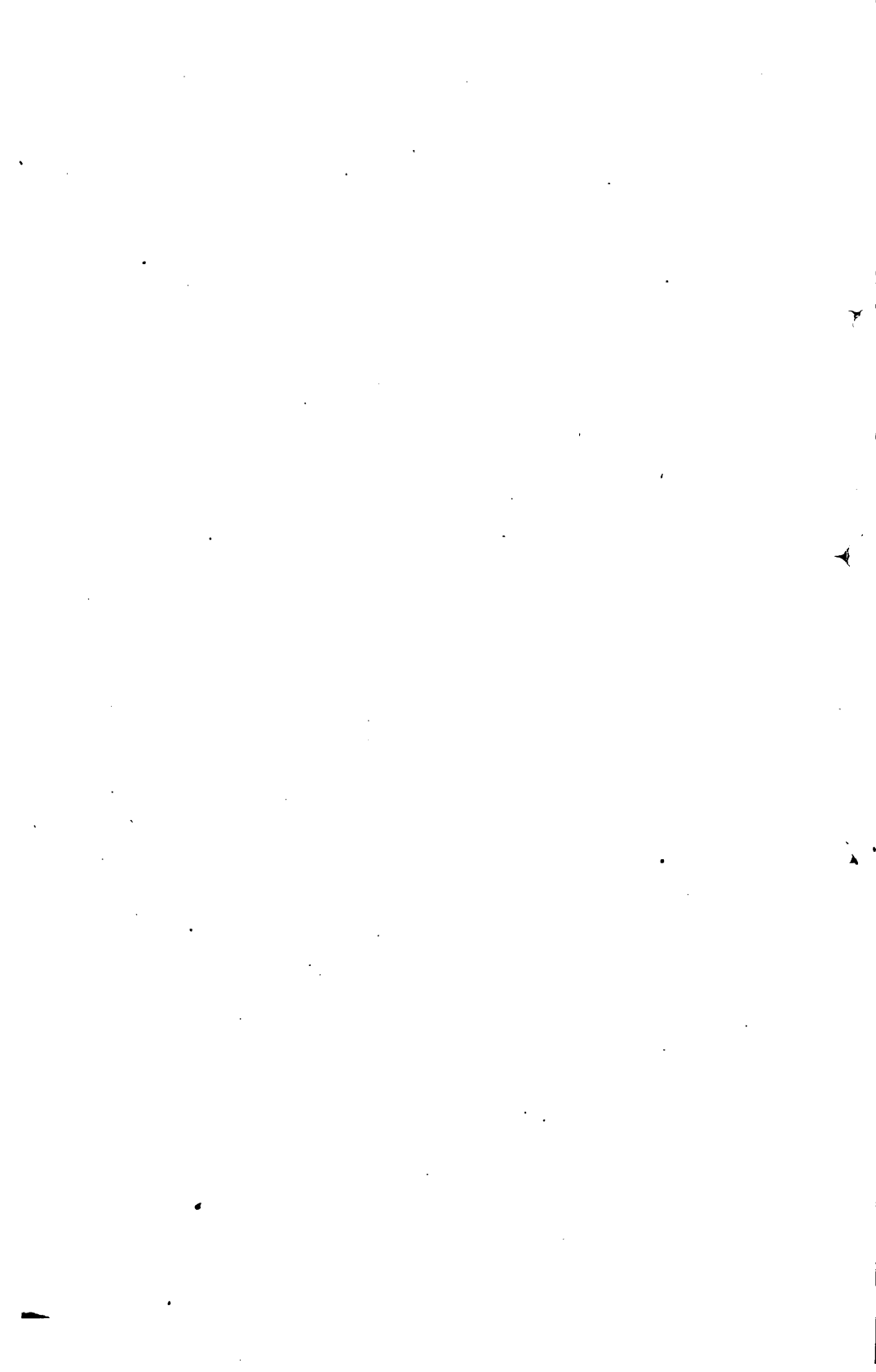
*To the Senate and General Assembly:*

I have the honor to lay before you the report and statements of the State Director of the United New Jersey Railroad and Canal Company for the year 1883, and such reports of Railroad and Canal Companies for that year as have been received at this office.

Very Respectfully,

E. J. ANDERSON,

Comptroller.



## Report of the State Director of the United New Jersey Railroad and Canal Company.

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*To the Governor of the State of New Jersey :*

SIR—As Director of the United New Jersey Railroad and Canal Company on behalf of the State, I herewith transmit the several statements furnished by the Pennsylvania Railroad Company, lessee, of the operations of the first named company for the year ending December 31, 1883. A transcript of the amount received by the State for its interest in the United New Jersey Railroad and Canal Company will be found in the report of the State Treasurer, to which you are respectfully referred.

In addition to the foregoing, I may with propriety mention the continued enlargement of facilities for travel by the Pennsylvania Railroad Company, and the unabated vigor with which it is pushing to completion its contemplated improvements of two years ago, on the main line, is gratifying to note in connection with this report.

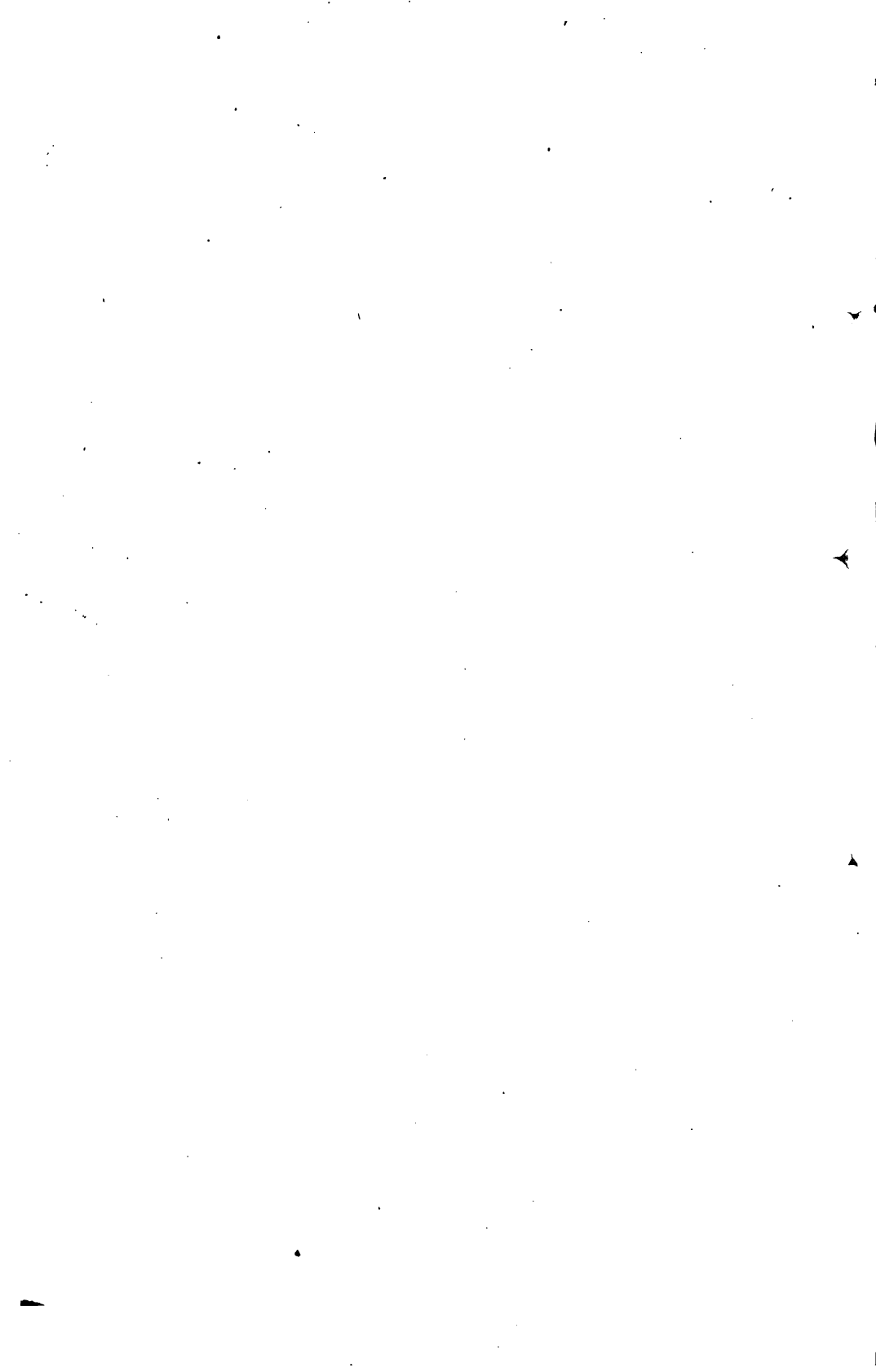
The work of laying two additional complete tracks between the great cities of Philadelphia and New York is making such headway as to warrant the conclusion that it will be finished within the ensuing year. The sub-divisions of the main line are maintained in the same superior manner which has characterized them throughout the present able management; and improvements are being made whenever and wherever they are of practical value to the public at large, and patrons of the road. It is also gratifying to note the fact that the high standard of efficiency and character of its employes are fully kept up.

Respectfully,

CHAS. A. BUTTS,

State Director.

Camden, N. J., February 2, 1884.



# STATEMENTS.

*The Report for the United New Jersey Railroad and Canal Company includes the following lines :*

## MAIN LINE—NEW YORK DIVISION—NEW YORK TO MANTUA.

	Miles in Length.	Miles in Length.
Hudson River Ferries.....	1.	
New Jersey Railroad.....	33.64	
Trenton Branch, U. N. J. R. R. & C. Co.....	23.02	
Trenton Bridge.....	0.19	
Philadelphia and Trenton Railroad.....	23.66	
Connecting Railway.....	6.75	
		<b>88.26</b>

## BRANCHES WHOSE OPERATIONS ARE INCLUDED IN MAIN LINE— NEW YORK DIVISION.

Harsimus Branch.....	1.55	
National Docks Railway.....	1.92	
Centre Street, Newark, Branch.....	1.36	
Bonhampton Branch.....	1.89	
Princeton Branch.....	3.13	
Millham cut-off, Trenton.....	1.11	
Tioga Branch.....	1.23	
Kensington Branch.....	2.76	
		<b>14.95</b>

## MAIN LINE—AMBOY DIVISION—CAMDEN TO SOUTH AMBOY.

Camden and Amboy Railroad.....	<b>61.14</b>
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## BRANCHES WHOSE OPERATIONS ARE INCLUDED IN MAIN LINE—

## AMBOY DIVISION.

Monmouth Junction to Jamesburg-----	5.52	
Trenton Branch-----	6.08	
Florence Branch-----	2.14	
		<hr/>
Perth Amboy and Woodbridge Railroad-----		13.74
Millstone and New Brunswick Railroad-----		6.40
Rocky Hill and Kingston Railroad-----	2.38	6.65
Monmouth Junction to Kingston-----	4.16	
		<hr/>
Frankford and Holmesburg Railroad-----		6.54
Freehold and Jamesburg Agricultural Railroad-----		4.16
Pemberton and Hightstown Railroad-----		27.54
Columbus, Kinkora and Springfield Railroad-----		24.47
Burlington and Mount Holly Railroad-----		14.18
Burlington and Mount Holly Railroad-----		7.15
Camden and Burlington County Railroad-----		22.46
Mount Holly, Lumberton and Medford Railroad-----		6.19
Vincetown Branch-----		2.84
Belvidere, Delaware Railroad-----		67.49
Flemington Railroad-----		11.67
Philadelphia and Long Branch Railroad-----		46.13
		<hr/>
United Railroads of New Jersey Division-----		431.96
		<hr/>
Delaware and Raritan Canal-----	44.00	
Feeder-----	22.00	
		<hr/>
		66.00
		<hr/>

*Earnings and Expenses of the United New Jersey Railroad and  
Canal Company, for the year ending December 31, 1883.*

## RAILROADS.

From Passengers-----	\$5,542,247 22	
Freights-----	7,984,144 79	
Express matter-----	342,229 10	
Mails-----	178,090 88	
Miscellaneous-----	361,828 45	
		<hr/>
		\$14,408,540 44
Working expenses-----		10,513,338 70
		<hr/>
Net earnings-----		\$3,895,201 74

## RAILROAD AND CANAL REPORTS.

9

## DELAWARE AND RARITAN CANAL.

From Tolls on boats-----	\$4,199 21	
Tolls on lading-----	376,232 65	
Tolls on steam towing-----	141,324 77	
Miscellaneous-----	26,298 58	
Total earnings-----	\$548,055 21	
Working expenses-----	291,574 56	
Net earnings-----		256,480 65
		<u>\$4,151,682 39</u>

*Statement of Amounts received during 1883, by the Treasurer of the Pennsylvania Railroad Company, from Investments of the United New Jersey Railroad and Canal Company.*

## DIVIDENDS ON STOCKS.

Dividends—Freehold and Jamesburg Agricultural Railroad Company, March-----		\$6,396 00
West Jersey Railroad Company, on scrip converted, March-----	\$651 00	
Cash, September-----	23,035 50	
Scrip, October-----	43,428 00	
		67,114 50
Camden and Philadelphia Steam Boat Ferry Company, January-----	\$8,765 00	
Camden and Philadelphia Steam Boat Ferry Company, July-----	7,012 00	
		15,777 00
Camden and Burlington Co. Railroad Com- pany, January-----	\$5,709 00	
Camden and Burlington Co. Railroad Com- pany, July-----	5,709 00	
		11,418 00
Pemberton and Hightstown Railroad Company, January-----	\$90 00	
Pemberton and Hightstown Railroad Company, July-----	90 00	
		180 00
Hackensack and Passaic Bridge Company, December-----		4,725 00
Paterson and Ramapo Railroad Company, January-----	\$337 50	
Paterson and Ramapo Railroad Company, July-----	337 50	
		675 00

## RAILROAD AND CANAL REPORTS.

Newark Plank Road Company, July----	\$7,121 25	
Newark Plank Road Company, December	3,956 25	
	<hr/>	11,077 50
Newark and New York Railroad Com- pany, January-----	\$1,638 00	
Newark and New York Railroad Com- pany, July-----	936 00	
Newark and New York Railroad Com- pany, September-----	702 00	
	<hr/>	3,276 00
Mount Holly and Moorestown Turnpike Company, May-----		207 00

## INTEREST ON BONDS.

Interest—On Frankford and Holmesburg Railroad Company, January-----	\$1,400 00	
On Frankford and Holmesburg Railroad Company July -----	1,400 00	
	<hr/>	2,800 00
On Freehold and Jamesburg Agricultural Railroad Company, January-----	\$3,198 00	
On Freehold and Jamesburg Agricultural Railroad Company, July -----	2,568 00	
	<hr/>	5,766 00

## INTEREST ON BOND AND MORTGAGE.

Interest—On George T. Mills' bond, September-----		78 00
West Jersey Railroad scrip, amount received from sale of same-----	29 00	
Interest on same-----	622 00	
	<hr/>	651 00
Premium on United Companies 4 per cent. bonds (1923) over agree- ment -----		4,147 96

## RENTS.

Received during 1883-----		177,361 00
	<hr/>	
		<u>\$311,649 96</u>

*Statement of Amounts paid and received during 1883, by the Treasurer of the Pennsylvania Railroad Company on account of Dividends, Interest, Rents, etc., United New Jersey Railroad and Canal Company.*

## PAYMENTS.

Dividend, United New Jersey Railroad and Canal Company-----	\$2,112,790 00
Dividend, Philadelphia and Trenton Railroad Company-----	49,410 00
	<hr/> \$2,162,200 00
Interest on New Jersey loans-----	1,179,442 02
Organizations, salaries, etc-----	11,500 00
Dividends and interest on stocks and bonds of branch roads-----	128,902 50
Tax to State of Pennsylvania, on Philadelphia and Trenton Railroad-----	4,765 50
Special tax, Jersey City-----	30,000 00
Interest on mortgage and ground rents-----	65,866 21
Transit duties-----	298,128 98
Discount on 4 per cent. bonds-----	164,160 00
Rentals, leased roads (including interest on equipment Belvidere Delaware Railroad, \$40,557.62; and Freehold and Jamesburg Railroad, \$8,260.57)-----	825,014 74
Rents paid-----	247,267 39
	<hr/> \$5,117,247 34

## RECEIPTS.

Deduct amount received from investments United New Jersey Railroad and Canal Company-----	311,649 96
	<hr/> \$4,805,597 38

*Statement of Amounts Charged and Credited to "Construction," "Real Estate" and "Harsimus Cove," on Account of Permanent Improvements on the United Railroads of New Jersey, from January 1st, 1872, to December 31st, 1883, inclusive.*

## COST OF CONSTRUCTION.

<i>Dr.</i>	
To Amount expended in 1872-----	\$814,906 19
Amount expended in 1873-----	2,471,848 26
Amount expended in 1874-----	1,002,680 16

To Amount expended in 1875.....	217,228 56
Amount expended in 1876.....	232,344 66
Amount expended in 1877.....	71,852 90
Amount expended in 1878.....	71,261 13
Amount expended in 1879.....	94,767 93
Amount expended in 1880.....	86,864 91
Amount expended in 1881.....	561,737 15
Amount expended in 1882.....	471,165 37
Amount expended in 1883.....	538,793 18
	<hr/> \$6,635,450 40

*Cr.*

By proceeds from sale of bonds, equipment and other property....	5,652,350 70
	<hr/>
Debit balance, January 1st, 1884.....	\$983,099 70
	<hr/>

## REAL ESTATE.

*Dr.*

To Amount expended in 1872.....	\$190,055 31
Amount expended in 1873.....	107,923 02
Amount expended in 1874.....	119,317 17
Amount expended in 1875.....	211,901 55
Amount expended in 1876.....	30,946 11
Amount expended in 1877.....	58,528 34
Amount expended in 1878.....	54,625 12
Amount expended in 1879.....	37,504 45
Amount expended in 1880.....	81,249 38
Amount expended in 1881.....	53,951 19
Amount expended in 1882.....	41,509 49
Amount expended in 1883.....	7,683 94
	<hr/> \$995,195 07

*Cr.*

By proceeds from sale of real estate, materials, etc.....	395,050 64
	<hr/>
Debit balance January 1, 1884.....	\$600,144 43
	<hr/>

## HARSIMUS COVE—CONSTRUCTION.

*Dr.*

To Amount expended in 1872.....	\$43,723 19
Amount expended in 1873.....	709,913 60
Amount expended in 1874.....	305,333 26
Amount expended in 1875.....	27,442 01
Amount expended in 1876.....	13,248 70
Amount expended in 1879.....	462,506 10
Amount expended in 1880.....	563,605 02
Amount expended in 1881.....	111,808 68
Amount expended in 1883.....	26,974 32
	<hr/> \$2,264,554 88

*Cr.*

By Proceeds from sale of buildings and materials----	\$1,368 49	
United New Jersey Railroad and Canal Company's		
Stock-----	2,258,708 55	
		<u>2,260,077 04</u>
Debit Balance January 1, 1884-----		<u>\$4,477 84</u>

## HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

*Dr.*

To Amount expended in 1872-----	\$192,567 10	
Amount expended in 1873-----	152,400 33	
Amount expended in 1874-----	40,570 95	
Amount expended in 1875-----	45,990 15	
Amount expended in 1876-----	70,882 29	
Amount expended in 1877-----	8,071 67	
Amount expended in 1878-----	70 64	
Amount expended in 1879-----	54,028 75	
Amount expended in 1880-----	60,001 12	
Amount expended in 1881-----	50,000 00	
Amount expended in 1882-----	37,008 45	
Amount expended in 1883-----	30,000 00	
		<u>\$741,591 45</u>

*Cr.*

By Proceeds from sale of buildings and materials----	\$300 00	
United New Jersey Railroad and Canal Company's		
stock-----	741,291 45	
		<u>\$741,591 45</u>

## SUMMARY.

*Dr.*

To Cost of construction-----	\$6,635,450 40	
Real estate-----	995,195 07	
Harsimus Cove, construction-----	2,264,554 88	
Harsimus Cove, right of way and real estate-----	741,591 45	
		<u>10,636,791 80</u>

*Cr.*

By Proceeds from sale of bonds, equipment, real estate,		
materials and other property-----	\$6,049,069 83	
United New Jersey Railroad and Canal Company's		
scrip-----	3,000,000 00	
		<u>9,049,069 83</u>
Debit balance January 1st, 1884-----		<u>\$1,587,721 97</u>

## RAILROAD AND CANAL REPORTS.

## COST OF CONSTRUCTION FOR YEAR 1883.

Right of way .....	\$55,079 50	
Additional tracks and sidings .....	190,624 47	
Changes of line .....	277,155 51	
New stations and warehouses .....	8,598 35	
Engine house, Camden .....	7,335 35	
		538,793 18
Harsimus Cove, construction, local freight yard .....		26,974 32
Real estate .....		7,683 94
Harsimus Cove, right of way and real estate .....		30,000 00
		<u>\$603,451 44</u>

*Statement of Amounts paid by Treasurer of the Interest, etc., for  
the United New Jersey Railroad and Canal.*

Dividend, United New Jersey Railroad and Canal Company .....	\$2,112,790 00	
Dividend, Philadelphia and Trenton Railroad Company .....	49,410 00	
		<u>\$2,162,200 00</u>
Organization, United New Jersey Railroad and Canal Company .....		10,000 00
Interest, Joint Companies' loan, 1883, \$1,700,000, Feb- ruary and August .....	51,000 00	
Interest, Joint Companies' Loan, 1923, \$1,824,000, February and August .....	36,480 00	
Interest, Joint Companies' Loan, 1889, \$5,000,000, May and November .....	300,000 00	
Interest, Joint Companies' Loan, 1889, \$866,000, June and December .....	51,960 00	
Interest, United Companies' Loan, 1888, \$154,000, February and August .....	9,240 00	
Interest, United Companies' Gold Loan, 1894, £729,200, March and September .....	212,197 20	
Interest, United Companies' Registered Loan, 1894, \$2,000,000, April and October .....	120,000 00	
Interest, United Companies' Gold Loan, 1901, \$5,669- 000, March and September .....	310,140 00	
Interest, United Companies' Registered Loan, 1908, \$841,000, March and September .....	50,460 00	
Interest, New Jersey Railroad and Transportation Company's Bond to New Jersey, \$100,000, April and October .....	6,000 00	
		<u>1,177,477 20</u>

Dividend, Camden and Burlington County Railroad Stock, January and July-----	22,915 50	
Interest, Camden and Burlington County Railroad Bonds, February and August-----	21,000 00	
Organization, Camden and Burlington County Rail- road Company, July-----	500 00	
		44,415 50
Dividend, Pemberton and Hightstown Railroad Stock, January and July-----	20,529 00	
Interest, Pemberton and Hightstown Railroad Bonds, January and July-----	11,200 00	
Organization, Pemberton and Hightstown Railroad Company, January and July-----	500 00	
		32,229 00
Dividend, Vincentown Railroad Stock, January and July-----		900 00
Dividend, Perth Amboy and Woodbridge Railroad Stock, January and July-----	1,632 00	
Interest, Perth Amboy and Woodbridge Railroad Bonds, February and August-----	6,000 00	
Organization, Perth Amboy and Woodbridge Railroad Company, January and July-----	100 00	
		7,732 00
Interest, Frankford and Holmesburg Railroad Bonds, January and July-----		3,500 00
Dividends, Millstone and New Brunswick Railroad Stock, February and August-----	\$2,865 00	
Organization, Millstone and New Brunswick Railroad Company, February and August-----	100 00	
		2,965 00
Dividend, Mt. Holly, Lumberton and Medford Rail- road Stock, April and October-----	\$5,739 00	
Interest, Mt. Holly, Lumberton and Medford Railroad Bonds, April and October-----	5,250 00	
Organization, Mt. Holly, Lumberton and Medford Railroad Company, April and October-----	200 00	
		11,189 00
Dividend, Rocky Hill and Kingston Railroad Stock, June and December-----	\$1,122 00	
Organization, Rocky Hill and Kingston Railroad Com- pany, June and December-----	100 00	
		1,222 00
Interest, Pemberton and New York Railroad Bonds, March and September-----		26,250 00
Commissions paid J. S. Morgan & Co., London, paying Coupons---		1,964 82
Tax paid State of Pennsylvania on account Philadelphia and Tren- ton Railroad-----		4,765 50
Special Tax, Jersey City-----		30,000 00
Discount on sale \$1,824,000 United New Jersey Railroad and Canal Company's 4 per cent. Bonds-----		164,160 00

## RAILROAD AND CANAL REPORTS.

## INTEREST ON MORTGAGES AND GROUND RENTS.

New York Division-----	\$62,746 21	
Amboy Division-----	3,120 00	
		<hr/> 65,866 21

## TRANSIT DUTY.

United Railroads of New Jersey, including Delaware and Raritan Canal-----	298,128 98
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## RENTALS—LEASED ROADS.

River Front Railroad-----	\$23,000 00	
Connecting Railway-----	139,992 90	
Trenton Delaware Bridge-----	28,000 00	
Columbus, Kinkora and Springfield Railroad-----	4,278 64	
Belvidere, Delaware Railroad-----	569,036 83	
Freehold and Jamesburg Agricultural Railroad-----	60,706 37	
		<hr/> 825,014 74

## RENTS.

Amount paid on account United Railroads of New Jersey-----	247,267 39
	<hr/> <hr/> \$5,117,247 34

## RECAPITULATION.

<i>Dr.</i>	
Amount paid on account dividends, interest, etc-----	\$5,117,247 34
<i>Cr.</i>	
Amount received from investments-----	311,649 96
	<hr/> <hr/> \$4,805,597 38

## REPORTS OF RAILROAD COMPANIES.

### BELVIDERE DELAWARE RAILROAD COMPANY.

#### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Belvidere Delaware Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$993,950 00
Bonded debt.....	3,444,500 00
Cost of road and equipments.....	\$4,297,168 48

The road extends from Trenton, N. J., to Manunka Chunk, N. J., a distance of sixty-eight miles, where it intersects the Delaware, Lackawanna and Western Railroad.

It is leased to the United New Jersey Railroad and Canal Company. The lease is assigned to the Pennsylvania Railroad Company at an annual rental of the surplus of the net earnings. It is equipped mainly by themselves and operated by the Pennsylvania Railroad Company and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Mercer County, ss.—Hugh B. Ely, being duly sworn, on his oath says that he is Treasurer of the Belvi-

dere Delaware Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

HUGH B. ELY.

Sworn and subscribed before me this 29th day of January,  
A. D. 1884.

LEROY H. ANDERSON,

M. C. C.

RECEIPTS AND EXPENSES OF THE BELVIDERE DELAWARE RAILROAD FOR 1883.

Income from passengers.....	\$184,952 99
Income from freight.....	1,144,947 72
Income from mails, express and rents.....	14,442 53
	<u>\$1,344,343 24</u>

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	<u>769,062 22</u>
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RECEIPTS AND EXPENSES OF THE FLEMINGTON RAILROAD FOR 1883.

Income from passengers.....	\$9,273 45
Income from freight.....	3,687 18
Income from mails.....	535 24
	<u>\$13,495 87</u>

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	<u>20,517 04</u>
--	------------------

Interest payment during year, Belvidere Delaware Railroad Com- pany.....	<u>\$268,950 29</u>
---	---------------------

ACCIDENTS FOR 1883.

January 11.—An unknown man committed suicide by throwing himself under a moving train at Trenton. Conductor, Chas. Bogia, Jr.; engineman, Geo. Morris; retained in company's employ.

February 13.—Harry Joslin, brakeman, had hand injured at Trenton, while connecting cars. Conductor, Patrick B. Foley; engineman, William Perry; retained in company's employ.

March 20.—John L. Southwick, fireman, had thigh injured near Asylum Station, by being caught between engine cab and tender. Conductor, J. H. Rearer; engineman George Johnson; retained in company's employ.

March 23.—Robert C. Fulper, brakeman, had leg injured at Coal Port, while connecting engine to car. Conductor, Edward Dalton; engineman, George Niece; retained in company's employ.

March 29.—Dennis Strouse, brakeman, had foot injured at Phillipsburg while shifting cars. Conductor, Chas. Metzgar; engineman, Reuben Metz; retained in company's employ.

April 16.—Sylvanus Holcombe, brakeman, had hand injured at Lambertville, while connecting engine to train. Conductor, Frank W. Gove; engineman, Samuel C. Johnson; retained in company's employ.

April 28.—Robert Page, brakeman, had hand injured at Milford, while connecting engine to car. Conductor, Dennis McAuliff; engineman, R. R. Walton; retained in company's employ.

May 3.—Lewis L. Garrison, brakeman, had hand injured at Coal Port, while shifting cars. Conductor, James Black; engineman, Theo. Mershon; retained in company's employ.

May 10.—Walter Murphy, a citizen of Trenton, while standing on cars that were being shifted had foot injured. Conductor, O. B. Goddard; engineman, R. O'Hara; retained in company's employ.

June 6.—Harrison Sergeant was fatally injured by passenger train at Bull's Island, while walking on track. Conductor, Peter Young; engineman, Frank L. Joiner; retained in company's employ.

June 19.—William H. Smith, brakeman, was fatally injured at Durham while connecting cars. Conductor, Thomas Mozer; engineman, S. R. Marjarum; retained in company's employ.

## BERGEN COUNTY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Bergen County Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital Stock paid in .....	\$200,000 00
Bonded debt .....	200,000 00
Cost of road and equipments .....	\$562,074 35

The road extends from Rutherford to Ridgewood, a distance of ten miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of \$24,000. The particulars of its operations and expenditures have been kept as a part of the general accounts of the company, and cannot be specified as applied exclusively to the Bergen County Railroad.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, city and county of New York, ss.—  
Edmund S Bowen being duly sworn, on his oath says that he is Vice-President of the Bergen County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief, as also is the following statement of accidents occurring on the line during the year 1883.

E. S. BOWEN.

Sworn and subscribed before me this eighth day of February  
A. D. 1884.

GEO. E. GRANT,

Notary Public New York City and County.

## ACCIDENTS FOR 1883.

April 4.—Francis Clinton, age 18, was killed near Rutherford, Junction, N. J., by train extra 36. William White, conductor; Engine 545; Jacob Drake, engineer. This boy attempted to get on train to steal a ride, and falling on track was run over.

May 5.—Bridget Kane, age 35, while sitting on track near Saddle River, N. J., was killed by train 5. D. Doremus, conductor; engine 192; S. Merritt, engineer. She was supposed to have been intoxicated.

July 17.—Eugene Bateman, brakeman, age 27, had left arm broken and was slightly bruised about the body and back, 11:40 P. M. at Rutherford Junction, N. J. This man was applying brake on car in train 10, A. Newkirk, conductor; engine 625; John Van Dike, engineer, when staff broke close to brake wheel throwing him off the car.

October 6.—Alfred Hirst, aged 34, walking on track near Garfield, N. J., was struck by train extra 36. T. Moore, conductor; engine 545; Jacob Drake, engineer; cutting his head in three places, and bruising his right hip; injuries not serious. Proper signals given and engine reversed.

December 1.—Nathaniel R. Hunt, brakeman, age 24, had two middle fingers crushed and thumb slightly bruised at Saddle River, N. J. 1:15 A. M. attempted to make coupling with left hand on which he wore a glove which stuck fast to drawhead on account of frost, and cars came together before he could release it. Train, extra 43, A. Tuthill, conductor; engine, 521, George McBride, engineer.

## CAMDEN AND ATLANTIC RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring Annual Reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Camden and Atlantic Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$1,258,255 75
Bonded debt.....	1,445,650 65
Cost of road and equipments.....	\$2,449,020 98

The road extends from Camden to Atlantic City, a distance of fifty-nine (59) miles.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers.....	\$408,205 34
Income from freight.....	144,995 05
Income from other sources.....	14,649 23
	<hr/>
	\$567,849 62

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies.....	392,067 30
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State of New Jersey, Camden County, ss.—Daniel M. Zimmerman, being duly sworn, on his oath says that he is Secretary of the Camden and Atlantic Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883, are correct and true to the best of his knowledge and belief.

D. M. ZIMMERMAN.

Sworn and subscribed before me this 20th day of March, A. D. 1884.

PETER L. VOORHEES,

Master in Chancery.

## ACCIDENTS FOR 1883.

January 13.—Edward Lewald and Jesse Pratt, struck while attempting to cross the track. Former killed instantly, latter died shortly after accident.

February 26.—L. E. Mood, knocked off of box car while being backed on transfer slip in lumber yard; slight injuries.

June 6.—J. F. Westcott, freight brakeman, fell from car at Winslow and several cars passed over him. He was killed instantly.

June 11.—Guiseppe de Marco, an Italian berry picker, was struck by train, near Atco, while attempting to cross track. He died shortly after the accident.

June 17.—Gottlieb Kurtz, jumped from the express train at Hammonton, fell from the cars and was instantly killed.

August 22.—H. Kreps, freight brakeman, was caught between the cars while coupling; slight injuries.

September 7.—J. McCaulley, while attempting to cross the track near Glenwood in a wagon was struck and slightly injured.

September 21.—Samuel Way, freight brakeman, while drilling cars at Atlantic City was slightly injured.

October 12.—Samuel McMaster, attempting to cross the track at White Horse turnpike with a wagon, was struck and seriously injured.

November 4.—Benjamin F. Fay attempted to get on train in motion, and fell under the cars. He died shortly afterwards from his injuries.

November 8.—John C. Hansell, attempting to cross the track with a wagon at Kirkwood, was struck and killed instantly.

November 12.—John Nash, while walking on the track near Starr's, was struck and slightly hurt.

November 28.—Thomas C. Lare, freight brakeman, was caught between engine tender and car and killed instantly.

December 3.—Henry Lendeborn, a boy, jumped or fell from a train at Starr's and was seriously injured, but has recovered.

## CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Camden and Burlington County Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$381,925 00
Bonded debt-----	350,000 00

The road extends from Camden Junction to Mount Holly, and from Burlington to Pemberton, a distance of about thirty miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Burlington County, ss.—John S. Irick, being duly sworn, on his oath says that he is President of the Camden and Burlington County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN S. IRICK,  
President.

Sworn and subscribed before me this 28th day of January,  
A. D. 1884.

SAMUEL O. ROSS,  
Notary Public.

### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$149,924 68
Income from freight-----	42,834 82
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies-----	113,282 62
Dividends paid during the year 1883, and how paid :—	
January 1 and July 1, 3 per cent: cash each.	

## CAMDEN, GLOUCESTER AND MOUNT EPHRAIM RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Camden, Gloucester and Mount Ephraim Railway Company, presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$64,400 00
Bonded debt-----	62,100 00
Floating debt-----	3,951 64
<hr/>	
Cost of road and equipments-----	\$92,316 80
Dividends paid during the year 1883, and how paid—none.	

The road extends from Camden to Mount Ephraim, a distance of six miles.

### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers, freight and other sources-----	\$18,113 52
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	\$17,615 17

State of New Jersey, Camden County, ss.—James P. Michellon, being duly sworn, on his oath says that he is President of the Camden, Gloucester and Mount Ephraim Railway Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

J. P. MICHELLON.

Sworn and subscribed before me this 24th day of April, A. D. 1884.

# CAPE MAY AND SEWELL'S POINT RAILROAD COMPANY.

## *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Cape May and Sewell's Point Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in .....	\$39,000 00
Cost of road and equipments.....	40,000 00

The road extends from Cape May City to Sewell's Point, a distance of three and two-tenths miles.

It is leased to the Cape May and Schellenger's Landing Railroad Company, at an annual rental of \$2,500.

It is equipped and operated by the Cape May and Schellenger's Landing Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Cape May County, ss.—Downs Edmunds being duly sworn, on his oath says that he is President of the Cape May and Sewell's Point Railroad Company and that the foregoing statement is true and correct, to the best of his knowledge and belief.

DOWNES EDMUNDS.

Sworn and subscribed before me this seventh day of January  
A. D. 1884.

HERBERT M. EDMUNDS,

M. C. C.

## CENTRAL RAILROAD COMPANY OF NEW JERSEY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Central Railroad Company of New Jersey presents the following report for the year ending December 31st, 1883.

Capital stock paid in-----	\$18,563,200 00
Bonded debt-----	\$36,476,600 00
Car trusts-----	2,560,200 00
	<u>\$39,036,800 00</u>
Floating debt, less cash and accounts receivable-----	2,432,411 69
Road and appendages-----	\$17,343,083 44
Equipment-----	14,768,051 02
	<u>\$32,111,134 46</u>
Cost of road and equipments, less	
Car trusts-----	\$4,850,000 00
L. & S. equipment in Penna.---	2,310,000 00
	<u>\$7,160,000 00</u>
	<u><u>\$24,951,134 46</u></u>

The road extends from Jersey City to Phillipsburg, a distance of seventy-two and thirty one-hundredths miles, with branches to Newark six and twenty-two one-hundredths miles, to Brill's five and forty one-hundredths miles, to Elizabeth three miles, to Perth Amboy twelve and sixteen one-hundredth miles, to Bay Way eighty-two one-hundredths miles. Total, ninety-nine and ninety one-hundredths miles.

It is leased to the Philadelphia and Reading Railroad Company, at an annual rental of six per cent. upon the capital stock of the Company and such sum as may be necessary to pay and discharge the fixed charges and expenses of organization.

It is equipped in part and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New York, New York City and County, ss.—Henry S. Little, being duly sworn, on his oath says that he is President of the Central Railroad Company of New Jersey, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this thirteenth day of March  
A. D. 1884.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

#### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers.....	\$1,696,249 41
Income from freight.....	4,331,611 69
Income from other sources.....	518,873 55
	<hr/>
	\$6,546,734 65
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies.....	\$3,601,702 39
Dividends paid during the year 1883, and how paid:—	
1½ per cent. in cash .....	278,448 00

#### ACCIDENTS FOR 1883.

January 1.—Woman named Young, spine injured, jumped from moving train, near Somerville. Conductor, G. W. Shaeffer; engineer, W. Goodman.

January 9.—Henry Hegeman, head cut, attempting to cross track in front of train, near North Branch. Conductor, John H. Schwab; engineer, Thomas Cody.

January 10.—Peter Palail, slightly injured, attempting to cross track in front of train, in Jersey City. Conductor, M. R. Mulford; engineer, George W. Clikener.

January 13.—Thomas Wade, instantly killed, run over by train which he attempted to board, at Somerville. Conductor, J. H. Zoulby; engineer, W. S. Devine.

January 25.—Joseph Wilson, instantly killed, jumping off train was run over by engine on opposite track, at Jersey City. Engineer, John Rhodes.

February 3.—James Hoffman, foot and leg cut off, while uncoupling cars fell between them and was run over, at Perth Amboy. Conductor, E. Wilson ; engineer, J. W. Lott.

February 4.—John Dunn, leg fractured, run over while playing on track, at Centreville.

February 5.—A. Fredericks, instantly killed, run over while working under car at Brill's shop. Conductor, M. Damond ; engineer, Jos. A. Tate.

February 10.—Frank Heininger, fatally injured, run over while working under car at Brill's shop. Conductor, M. Damond ; engineer, Jos. A. Tate.

February 17.—Thos. Stead, fatally injured, stepping on track in front of train near La Fayette. Conductor, Geo. K. McVey ; engineer, F. Wyncoop.

March 20.—Geo. W. Bassett, fatally injured, attempting to cross track in front of train at Centreville. Conductor, N. S. Doty ; engineer, C. I. Houston.

March 22.—Peter J. Devine, fatally injured, fell from engine while going around curve near German Valley. Conductor, J. W. Eggers ; engineer, J. W. Staats.

March 25.—John Deubcadish, instantly killed, threw himself on track in front of train at Bergen Point. Conductor, J. Hartzell ; engineer, J. W. Sinclair.

March 28.—Hugh Rodgers, legs crushed, attempting to board moving train near Plainfield.

April 11.—Charles McHugh, skull fractured, struck overhead bridge at Bound Brook. Conductor, J. Wisham ; engineer, J. J. Bergin.

April 13.—Unknown man, legs cut off, attempting to board moving train at Elizabeth.

May 12.—Willie Burns, foot crushed, run over while playing on track at Newark. Conductor, Edward Edwards; engineer, Wm. Bennett.

May 19.—Terrence Brannon, fatally injured, struck by train while walking on track near Westfield. Conductor, W. Barber; engineer, J. Flood.

May 21.—Unknown man instantly killed, struck by train while walking on track near West Bergen. Conductor, S. D. Gorman; engineer, George Coffee.

June 4.—Frank McTernan, fatally injured, run over in attempting to jump from moving train at Bergen Point. Conductor, D. J. Moynihan; engineer, Peter Young.

June 4.—Unknown man, instantly killed, run over by train, while standing on track near Claremont. Conductor, William Snyder; engineer, H. Beck.

June 8.—James Clark, instantly killed, struck by engine while walking on track, at Phillipsburg. Conductor, Wm. P. Hibler; engineer, Wm. Miller.

June 11.—Unknown man, instantly killed, struck by engine while walking on track at Communipaw. Conductor, A. P. Hetfield; engineer, Wm. Peeples.

June 24.—Charles Hentz, fatally injured, struck by train, while driving wagon across tracks, at Elizabeth avenue. Conductor, J. T. Dolbeer; engineer, A. Mattis.

June 26.—Unknown woman, fatally injured, run over by train while lying on track, at North Branch. Conductor, W. Meyers; engineer, C. Geshel.

June 28.—Woman, named Spitzelberger, fatally injured, sup-

posed to have been struck by train, at White House. Conductor, A. F. Patterson ; engineer, J. Miller.

July 3.—James Grimes, fatally injured. Found on track, supposed to have been struck by train at Springtown. Conductor, T. H. Green ; engineer, R. G. Small.

August 2.—Mark Felver, fatally injured, found on track, supposed to have been struck by train near Jackson avenue. Conductor, Edward Smith ; engineer, George Coffee.

August 6.—Jesse Kirkendell, instantly killed, stepped on track in front of train, at Phillipsburg. Conductor, W. K. House ; engineer, J. Fleet.

August 8.—George W. Stuart, instantly killed, fell from train at Bloomsbury. Conductor, P. Liddy ; engineer, N. C. Rhodes.

August 9.—Unknown man killed, found at road crossing, supposed to have been struck by train, at Somerville.

August 17.—William Lutz, leg cut off, attempting to get on moving train, at Elizabethport. Conductor, A. Crater ; engineer, E. Nason.

August 30.—Cyrus W. Short, instantly killed, struck by engine while standing on track, at Newark. Conductor, C. T. Brown ; engineer, H. Allen.

September 3.—Michael Burns, fatally injured, struck by train while standing on track, at Jersey City. Conductor, C. T. Brown ; engineer, H. Allen.

September 14.—William Burk, instantly killed, fell from cars while gathering coal, at Elizabethport. Conductor, L. S. Bowlby ; engineer, M. Moynihan.

September 17.—John Mullin, foot crushed, run over by engine, at Bergen Point. Conductor, A. Crater ; engineer, E. Nason.

September 19.—John Feeley, instantly killed, struck by train

while in the act of taking another person from the track, at Westfield. Conductor, E. L. Stamets ; engineer, J. Arner.

September 20.—Thomas Bulger, fatally injured, fell from car, at Somerville. Conductor, A. McDonald ; engineer, J. Shurts.

September 22.—John H. Young, fatally injured, slipped from bumpers while coupling cars at Easton. Conductor, Daniel Mettler ; engineer, Chas. Perdoe.

September 25.—Charles Neilor, fatally injured, attempting to board moving train, at Bound Brook. Conductor, Frank Ely ; engineer, John Bergen.

September 28.—John W. Carling, body bruised, run over while working under car, at Phillipsburg. Conductor, Samuel Mettler ; engineer, H. Fertig.

October 3.—Dennis Cullinane, fatally injured, run over while working under car, at Elizabethport. Conductor, Charles Kehnué ; engineer, W. H. Force.

October 5.—Henry Limero, instantly killed, attempting to cross track between cars, at Elizabethport. Conductor, William A. Nally ; engineer, James E. Groat.

October 11.—Annie Beam, fatally injured, struck by train while walking on track, at Vernoy. Conductor, J. M. Apgar ; engineer, R. Wolverton.

October 12.—James Burns, instantly killed, struck by train while walking on track, at Elizabeth Creek Draw. Conductor, John Butler ; engineer, A. Quaif.

October 20.—Andrew Mackey, arm broken, coupling cars at Junction. Conductor, H. R. Brant ; engineer, J. W. Sinclair.

October 21.—Andrew Stanislaus, fatally injured, attempting to cross tracks ahead of train, at Centreville. Conductor, Samuel Johnston ; engineer, F. Wynkoop.

Sworn and subscribed before me this second day of February  
A. D. 1884.

JOHN McMAHON,  
Notary Public, New York County.

Accidents—none.

## CHESTER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a Law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Chester Railroad Company presents the following report for the year ending December 31st, 1883.

Capital stock paid in.....	\$98,500 00
Bonded debt.....	100,000 00
Floating debt.....	26,015 98
Cost of road and equipments.....	<u>\$224,515 98</u>

The road extends from Chester Junction to Chester, a distance of ten and two one-hundredths miles.

It is leased to the Morris and Essex Railroad Company, at an annual rental of seven per cent. per annum on its bonds, and is operated by the Delaware, Lackawanna and Western Railroad, lessee of the said Morris and Essex, and its operations are included in report of latter company.

State of New York, New York City and County, ss.—Fred F. Chambers being duly sworn, on his oath says that he is Treasurer of the Chester Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. F. CHAMBERS.

Sworn and subscribed before me this 6th day of February,  
A. D. 1884.

LUDWIG R. MILLER,  
Commissioner for the State of New Jersey in New York.

## COLUMBUS, KINKORA AND SPRINGFIELD RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Columbus, Kinkora and Springfield Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in .....	\$65,500 00
Bonded debt, (first mortgage, \$125,000, second mortgage, \$60,000) .....	185,000 00
Floating debt, (greater part covered by second mortgage, as collateral) .....	25,000 00
	<hr/> \$275,500 00 <hr/>

Cost of road .....	\$194,648 70
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The road extends from Kinkora to New Lisbon, a distance of fourteen miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of thirty per cent. of the gross earnings.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, ss.—Richard H. Page, being duly sworn, on his oath says that he is Treasurer of the Columbus, Kinkora and Springfield Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

R. H. PAGE,  
Treasurer.

Sworn and subscribed before me this 18th day of March,  
A. D. 1884.

JOHN S. COX,  
Justice of the Peace.

## RAILROAD AND CANAL REPORTS.

39

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$7,761 56
Income from freight-----	6,500 56
	<hr/>
	\$14,262 12
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	\$17,140 83

### CONSTABLE'S HOOK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Constable's Hook Railroad Company presents the following report for the year ending December 31st, 1883.

Capital stock paid in.....	\$81,400 00
Floating debt.....	13,914 57
Cost of road and equipments.....	<u>\$95,314 57</u>

The road extends from Centreville to Constable's Hook, a distance of one and ninety-seven one-hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New York, New York City and County, ss.—Henry S. Little, being duly sworn, on his oath says that he is President of the Constable's Hook Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this 13th day of March, A. D. 1884.

JOHN L. CONOVER,  
Master in Chancery of New Jersey.

Receipts and expenses for 1883 are included in the operations of the Central Railroad Company of New Jersey, and no separate accounting of the same is made.

## CUMBERLAND AND MAURICE RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Cumberland and Maurice River Railroad Company, presents the following report for the year ending December 31st, 1883.

Capital stock paid in .....	\$250,000 00
Bonded debt .....	5,000 00
	<hr/>
Cost of road and equipments, bought at Master's sale .....	\$10,000 00
Additional equipment .....	7,900 00
	<hr/>
	\$17,900 00
Dividends paid during the year 1883, and how paid :—	
Dividend No. 1.—declared July 18, 1883 .....	\$4,672 00
Dividend No. 2.—declared December 28, 1883, (both cash) ..	8,678 25

The road extends from Bridgeton to Long Beach, Cumberland County, N. J., a distance of twenty-one and one half miles.

### RECEIPTS AND EXPENDITURES FOR 1883.

Income from passengers .....	\$14,455 88
Income from freight .....	25,882 16
Income from other sources .....	2,045 62
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies .....	28,131 85

State of Pennsylvania, Philadelphia County, ss.—C. Willing Littell, being duly sworn, on his oath says that he is Secretary and Treasurer of the Cumberland and Maurice River Railroad Company, and that the foregoing statement, and the annexed

statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

C. W. LITTELL,  
Secretary and Treasurer.

Sworn and subscribed before me this eighteenth day of March,  
A. D. 1884.

SAMUEL L. TAYLOR,  
Commissioner for New Jersey.

## DELAWARE AND BOUND BROOK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Delaware and Bound Brook Railroad Company, presents the following report for the year ending December 31st, 1883 :

Capital stock paid in .....	\$1,692,000 00
Bonded debt .....	1,692,000 00
	<u>\$3,384,000 00</u>
Cost of road and equipments .....	<u>\$3,141,291 30</u>

The road extends from the middle of the river Delaware to Bound Brook, a distance of twenty-seven miles, and has a branch to Trenton, of three and seven-tenths miles.

It is leased to the Philadelphia and Reading Railroad Company at an annual rental of the amount of its maintenance of its organization, \$6,000, the interest on its bonded debt \$116,520, quarterly dividends on its capital stock at the rate of seven per centum per annum until May 1st, 1883, and thereafter for the term of nine hundred and eighty-six years at the rate of eight per centum per annum clear of all taxes. Dividends paid in 1883 quarterly, in February and May, at seven per cent., and in August and November, at eight per cent.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Mercer County, ss.—James H. Stevenson, being duly sworn, on his oath says that he is Secretary and Treasurer of the Delaware and Bound Brook Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. H. STEVENSON.

Sworn and subscribed before me this eighth day of February, A. D. 1884.

THEO. C. MAPLE,

Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1883.

Income from passengers.....	\$233,469 62
Income from freight.....	481,265 93
Income from other sources.....	5,919 40
	<hr/>
	\$720,654 95
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies.....	\$364,110 47

ACCIDENTS.

On Delaware and Bound Brook Railroad, from January 1st, to December 31st, 1883 :

April 12.—J. C. Zimmerman, head and arm injured ; C. B. Bishop, arm bruised ; R. H. Veghte, body bruised, by collision of an engine of the Lehigh Valley Railroad Company with a train of the Philadelphia and Reading Railroad Company, at the crossing of the two roads near Bound Brook. Conductor, William J. McAllister ; engineer, Amos Smeck.

April 14.—George Feeny, foot crushed, jumping from moving train at Trenton Junction. Conductor, R. Brown ; engineer, P. Fallen.

## DELAWARE BAY AND CAPE MAY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Delaware Bay and Cape May Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in .....	\$30,000 00
Bonded debt, see remarks below.	
Floating debt .....	<u>24,495 56</u>
Cost of road and equipments .....	\$49,822 83
Dividends paid during the year 1883, and how paid :—	
In cash on December 10, 1883 .....	<u>1,800 00</u>

The road extends from Cape May City to Steamboat Landing, a distance of about three miles.

### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers .....	\$11,497 50
Income from freight .....	138 55
Income from other sources .....	28 01
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies .....	9,335 95

### REMARKS.

In order to provide for the floating debt, a bonded debt of \$30,000 has been created; none of these bonds have been issued, and they all remain in the treasury of the Company.

State of Pennsylvania, Philadelphia County, ss.—William Selfridge, being duly sworn, on his oath says that he is Secretary and Treasurer of the Delaware Bay and Cape May Railroad

Company, and that the forgoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

WILLIAM SELFRIDGE.

Sworn and subscribed before me this 18th day of March, A. D.  
1884.

H. P. ROCHE,  
Commissioner of Deeds for New Jersey.

No accidents.

## DELAWARE RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Delaware River Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$75,000 00
Bonded debt-----	<u>65,000 00</u>
Floating debt—none.	
Cost of road and equipments-----	<u>\$70,000 00</u>
Dividends paid during the year 1883, and how paid—none.	

The road extends from Woodbury to Pennsgrove, a distance of twenty (20) miles.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$29,533 47
Income from freight-----	10,765 43
	<u>\$40,298 90</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	<u>\$45,285 30</u>

State of New Jersey, Camden County, ss.—William S. Conner, being duly sworn, on his oath says that he is President of the Delaware River Railroad Company, and the foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

W. S. CONNER,  
President.

Sworn and subscribed before me this 1st day of April A D. 1884.

J. J. BURLEIGH,  
Notary Public.

No accidents.

## DOVER AND ROCKAWAY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Dover and Rockaway Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$100,000 00
Bonded debt-----	<u>35,000 00</u>
Cost of road-----	<u>\$135,000 00</u>

The road extends from Port Oram to Rockaway, a distance of five miles.

It is leased to the Central Railroad Company of New Jersey, at an annual rental of six per cent. on its capital.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law must be furnished by that Company, and is annexed hereto.

State of New Jersey, Morris County, ss —George Richards, being duly sworn, on his oath says that he is President of the Dover and Rockaway Railroad Company. and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE RICHARDS,

President.

Sworn and subscribed before me this 26th day of January,  
A. D, 1884.

MAHLON PITNEY,

Master in Chancery of New Jersey.

## EASTON AND AMBOY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Easton and Amboy Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$5,250,000 00
Bonded debt.....	5,250,000 00
Floating debt.....	297,916 72
Cost of road and equipments.....	\$10,708,525 87
Dividends paid during the year 1883, and how paid—none.	

The road extends from the middle of the Delaware River at Phillipsburg to Perth Amboy, a distance of sixty (60) miles.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers.....	\$65,829 80
Income from freight.....	357,509 95
Income from coal.....	1,594,281 62
Income from other sources.....	4,986 36
	<hr/>
	\$2,022,607 73

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies, estimated \$1,215,000 00

## REMARKS.

The railroad and appurtenances are leased to the Lehigh Valley Railroad Company at an annual rental of the cost of maintenance of way, taxes and interest on the outstanding securities.

State of Pennsylvania, Philadelphia County, ss.—Charles Hartshorne, being duly affirmed, says that he is Vice-President of the Easton and Amboy Railroad Company, and that the foregoing

statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

CHAS. HARTSHORNE,

Vice President.

Affirmed and subscribed before me this 21st day of March,  
A. D. 1884.

JOHN HOOD,

M. C. C.

#### ACCIDENTS FOR 1883.

March 9.—Abraham J. Voorhees and Peter A. Voorhees were instantly killed. John Bodine had his collar bone broken and internally injured, and Peter Cortelyou was slightly injured, at Raritan siding, while in carriage drawing towards the railroad ; the horse became unmanageable and running on the track in front of the passenger train by which it was struck.

April 1.—Warren Barrigan, 18 years old, jumped from an empty coal train at Pattenburgh and was run over by train on opposite track and instantly killed.

April 24.—Wm. Venable, while at Metuchen Tank working at a wreck, was struck by the cab of an engine falling over and had one leg broken.

May 31.—Edward Fahey, tried to get on a passing coal train at Phillipsburg and was run over and injured so that he died the same night.

June 11.—While intoxicated and standing on track at Perth Amboy, Michael O'Brien was instantly killed, Patrick Boice was instantly killed, and James O'Hara had his right leg cut off by being run over by a coal train.

August 5.—Mrs. George Rughton, while driving across the track at Metuchen was run into by a freight train and thrown from her carriage and badly injured internally.

August 14.—Con. Herron, while intoxicated, fell from an excursion train at New Market and was killed.

August 27.—S. A. Polson was caught between two cars at Perth Amboy wharves and instantly killed.

### FERRO MONTE RAILROAD COMPANY.

#### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Ferro Monte Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	<u>\$30,000 02</u>
Cost of road and equipments-----	<u>\$50,309 21</u>
Dividends paid during the year 1883, and how paid :—	
April 5, a dividend of ten per cent. was paid out of the earnings	
of 1882. September 10, a dividend of ten per cent. was paid.	

The road extends from Vanatta to the Byram Mine, a distance of two and three-quarters ( $2\frac{3}{4}$ ) miles.

#### RECEIPTS AND EXPENSES FOR 1883.

Income from freight-----	\$16,267 10
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	<u>8,860 02</u>

State of New Jersey, Morris County, ss.—Augustus C. Canfield, being duly sworn, on his oath says that he is Treasurer of the Ferro Monte Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

AUGUSTUS C. CANFIELD.

Sworn and subscribed before me this 24th day of January,  
A. D. 1884.

WM. H. LAMBERT,  
Commissioner of Deeds.

Accidents—none.

## FLEMINGTON RAILROAD AND TRANSPORTATION COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Flemington Railroad and Transportation Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$150,000 00
Bonded debt.....	250,000 00
floating debt, (unpaid coupons).....	<u>120,000 00</u>

Cost of road and equipments.....	<u>\$290,653 87</u>
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Dividends paid during the year 1883, and how paid :—

The road is operated with the Belvidere Delaware Railroad by the Pennsylvania Railroad Company as a part of the Belvidere Division.

The road extends from Lambertville to Flemington, a distance of twelve (12) miles.

### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers.....	\$9,273 45
Income from freight.....	3,687 18
Income from other sources.....	535 24
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies.....	<u>20,517 04</u>

State of New Jersey, Mercer County, ss.—Hugh B. Ely, being duly sworn, on his oath says that he is Treasurer of the Flemington Railroad and Transportation Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

HUGH B. ELY.

Sworn and subscribed before me this 29th day of January  
A. D. 1884.

LEROY H. ANDERSON,  
M. C. C.

· ACCIDENTS FOR 1883.

August 21.—Peter Fisher was fatally injured at Bowne Station, by train while walking on track. Conductor, Ira L. Stryker ; engineman, Samuel Cooley, retained in Company's employ.

## FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Freehold and Jamesburg Agricultural Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital Stock paid in .....	\$273,600 00
Bonded debt .....	392,600 00

The road extends from Jamesburg to Sea Girt, a distance of twenty-seven (27) miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of net receipts in excess of expense of operating.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Camden County, ss.—W. Taylor, being duly sworn, on his oath says that he is Treasurer of the Freehold and Jamesburg Agricultural Railroad Company and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. TAYLOR.

Sworn and subscribed before me this twenty-sixth day of January A. D. 1884.

HUGH B. ELY,  
Master in Chancery State of New Jersey.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$110,830 02
Income from freight-----	<u>38,215 21</u>

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	88,338 86
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Dividends paid during the year 1883, and how paid:—

March 5.—4 per cent. cash.

## FREEHOLD AND NEW YORK RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Freehold and New York Railway Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$200,000 00
Bonded debt.....	<u>200,000 00</u>

Cost of road and equipments.....	\$425,185 46
Dividends paid during the year 1883, and how paid—none.	

The road extends from Freehold to Keyport, a distance of fourteen and sixty one-hundredths miles.

### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers.....	\$28,113 81
Income from freight.....	18,395 27
Income from other sources.....	<u>1,741 87</u>
	<u>\$48,250 95</u>

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies.....	\$46,755 14
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State of New York, New York City and County, ss.—John S. Shultze, being duly sworn, on his oath says that he is President of the Freehold and New York Railway Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

JOHN S. SHULTZE.

Sworn and subscribed before me this 20th day of February,  
A. D. 1884.

EDWIN F. COREY,

Commissioner for the State of New Jersey.

Office 54 Wall Street, New York.

#### ACCIDENTS FOR 1883.

February 8.—Sarah Ashmore, a passenger on train No. 18, from Keyport, fell from rear platform of passenger car as train was leaving Broad Street Station. Except a bruise on side of head she was not injured. Ellsworth Chadwick, conductor; William Mooney, engineer. Engine No. 1.

July 31.—George Beakes, brakeman, while switching cars in Freehold yard, caught his left hand between a coupling pin and buffer. Part of the second finger was amputated, and the man was unable to do duty for three weeks. M. L. Farrington, conductor; M. C. Mooney, engineer. Engine No. 5.

November 15.—Patrick Doogan, while driving a team across track at the Edinburgh road crossing near Marlboro, was struck by extra Engine No. 38, bound south. The man had been drinking and said subsequently that his team was unmanageable. The wagon was broken badly and the man hurt about the head, but not seriously. Daniel R. Davis, engineer. Engine No. 68.

## HACKENSACK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hackensack Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in----- \$118,000 00

Bonded debt—none.

Floating debt—none.

Dividends paid during the year 1883, and how paid :—

Two,—one of 3½ per cent., and the other of 3 per cent.

The road extends from Hackensack to Erie Junction, a distance of about six (6) miles.

It is leased to the New Jersey and New York Railroad Company at an annual rental of eight thousand four hundred dollars (\$8,400.00).

It is equipped and operated by the New Jersey and New York Railroad Company, and the further information required by law is furnished by that Company.

State of New Jersey, Bergen County, ss.—Garret Ackerson, Jr., being duly sworn, on his oath says that he is President of the Hackensack Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GARRET ACKERSON, JR.

Sworn and subscribed before me this 31st day of December,  
A. D. 1883.

CORNELIUS W. BERDAN,

M. C. C. of New Jersey.

## ACCIDENTS.

See report of New Jersey and New York Railroad Company.

## HIBERNIA MINE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Hibernia Mine Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in .....	\$200,000 00
Bonded debt—none.	
Floating debt—none.	
Cost of road and equipments .....	<u>\$198,431 18</u>
Dividends paid during the year 1883, and how paid :—	
January, 6 per cent. on \$200,000.00.....	\$12,000 00
July, 6 per cent. on \$200,000.00.....	12,000 00
	<u>\$24,000 00</u>

The road extends from Hibernia Mines to Rockaway, a distance of five and a half miles.

### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers—none.	
Income from freight.....	\$40,725 40
Income from other sources.....	59 99
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	<u>21,163 91</u>

### TRANSPORTATION ACCOUNT.

Iron ore, tons.....	102,106.02
Coal and sundries.....	7,564.14
Total tons.....	<u>109,670.16</u>

State of New Jersey, Morris County, ss.—George Richards, being duly sworn, on his oath says that he is President of the Hibernia Mine Railroad Company, and that the foregoing state-

ment, and the annexed statement of accidents on the said road during the year 1883, are correct and true to the best of his knowledge and belief.

GEORGE RICHARDS,  
President.

Sworn and subscribed before me this 26th day of January,  
A. D. 1884.

MAHLON PITNEY,  
Master in Chancery of New Jersey.

Accidents—none.

## HIBERNIA UNDERGROUND RAILROAD COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Hibernia Underground Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$100,000 00
Cost of road and equipments-----	\$100,000 00
Dividends paid during the year 1883, and how paid :—	
January 10, 1883, 10 per cent. on capital stock of \$100,000----	\$10,000 00

The road extends from Hibernia Mine Railroad into Hibernia mountain, a distance of one and one-half miles.

### RECEIPTS AND EXPENSES FOR 1883.

Income from freight-----	\$12,324 17
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	<u>\$5,273 23</u>

### TRANSPORTATION ACCOUNT.

Iron ore, tons-----	61,620.14.2
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State of New Jersey, Morris County, ss.—George Richards, being duly sworn, on his oath says that he is President of the Hibernia Underground Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

GEORGE RICHARDS,

President.

Sworn and subscribed before me this 26th day of January  
A. D. 1884.

MAHLON PITNEY,

Master in Chancery of New Jersey.

## HIGH BRIDGE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the High Bridge Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$850,000 00
Floating debt.....	<u>186,254 30</u>
Cost of road and equipments.....	\$1,015,304 35

The road extends from High Bridge to German Valley, a distance of eleven and seventy-two one-hundredths miles with branches to Chester, etc., six and eleven one-hundredths miles, and to Hacklebarney Mines, one and forty-six one-hundredths miles. Total, nineteen and twenty-nine one-hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New York, New York City and County, ss.—John Kean, being duly sworn, on his oath says that he is President of the High Bridge Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOHN KEAN.

Sworn and subscribed before me this 12th day of March, A. D. 1884.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

Receipts and expenses for 1883 are included in the operations of the Central Railroad Company of New Jersey, and no separate accounting of same is made.

## HUDSON TUNNEL RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Hudson Tunnel Railway Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$1,209,300 00
Bonded debt-----	<u>1,000,000 00</u>

Cost of road and equipments—see remarks.

The road is to extend from some point in the city of New York to some point near 15th street, Jersey City, a distance of about three (3) miles.

Receipts and expenses for 1883—see remarks.

## REMARKS.

The said company is formed by the consolidation of two companies organized under the laws of the State of New York and New Jersey respectively. Part of its proposed railroad is to lie in each of said States ; the greater portion in the State of New York.

As yet only a portion of the tunnels in which the railroad is to run have been constructed, and no portion of the railroad proper has been built or completed. A large portion of the above mentioned stock and bonds were issued to provide for work within the State of New York, but none of said stock or bonds have as yet been generally issued.

## HUDSON TERMINAL RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Hudson Terminal Railway Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in .....	\$10,000 00
Cost of road and equipments .....	\$1,347 58
Dividends paid during the year 1883, and how paid—none.	

The road when completed will extend from junction with National Docks Railway Company to Hudson River, a distance of about one and a half ( $1\frac{1}{2}$ ) miles.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers, freight and other sources—none.

State of Pennsylvania, Philadelphia County, ss.—Robert H. Baird, being duly sworn, on his oath says that he is Secretary and Treasurer of the Hudson Terminal Railway Company, and that the foregoing statement and annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

ROBERT H. BAIRD.

Sworn and subscribed before me this seventeenth day of January, A. D. 1884.

JAMES CROWE,  
Commissioner of Deeds for New Jersey,  
Philadelphia, Penn.

## JERSEY CITY AND BERGEN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Jersey City and Bergen Railroad Company, presents the following report for the year ending December 31st, 1883 :

Capital stock—authorized-----	\$500,000 00
Capital stock paid in-----	\$250,000 00
Bonded debt-----	375,000 00
	<u>\$625,000 00</u>
Cost of road and equipments-----	\$604,613 99
Dividends paid during the year 1883, and how paid :—	
In cash-----	\$25,000 00

The road extends from Jersey City to Bergen.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$318,909 39
Income from other sources-----	4,601 63
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies-----	218,832 85
Interest on funded debt-----	26,250 00
Sinking fund-----	22,000 00

## REMARKS.

The majority of the stock of this Company is owned by the United New Jersey Railroad and Canal Company, of which the Pennsylvania Railroad Company is the lessee.

State of New Jersey, Hudson County, ss.—Charles B. Thurston, being duly sworn, on his oath says that he is President of the Jersey City and Bergen Railroad Company, and that the

foregoing statement, and the annexed statement of accidents on the said road during the year 1883, are correct and true to the best of his knowledge and belief.

C. B. THURSTON.

Sworn and subscribed before me this twenty-sixth day of January, A. D. 1884.

GEO. W. CASSEDY,  
Master in Chancery of New Jersey.

## JERSEY CITY AND COMMUNIPAW RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Jersey City and Communipaw Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in .....	\$9,900 00
Cost of road and equipments .....	\$9,900 00
Dividends paid during the year 1883, and how paid—none.	

The road is chartered to extend from a point near Bergen street to Communipaw Station, both in Jersey City, a distance of one mile.

### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers, freight and other sources—none.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies .....	\$866 21
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State of Pennsylvania, Philadelphia County, ss.—George E. Webb, being duly sworn, on his oath says that he is Secretary of the Jersey City and Communipaw Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

GEORGE E. WEBB,  
Secretary.

Sworn and subscribed before me this seventeenth day of January, A. D. 1884.

JAMES CROWE,  
Comm'r of Deeds for New Jersey in Philadelphia, Penn.

## LAKE HOPATCONG RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Lake Hopatcong Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$177,300 00
Floating debt.....	1,407 02
Cost of road and equipments.....	\$178,707 02

The road extends from Kenvil to Nolan's Point, a distance of five and fifty one-hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, ss.—John Kean being duly sworn, on his oath says that he is President of the Lake Hopatcong Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN KEAN.

Sworn and subscribed before me this twelfth day of March,  
A. D. 1884.

JOHN L. CONOVER,  
M. C. C. of N. J.

Receipts and expenses for 1883 are included in the operations of the Central Railroad Company of New Jersey, and no separate account of the same is made.

## LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Lehigh and Hudson River Railway Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$1,100,000 00
Bonded debt.....	960,000 00
Floating debt.....	124,000 00
Dividends paid during the year 1883, and how paid—none.	

The road extends from Belvidere, N. J., to New York State line, a distance of forty-eight and ten one-hundredths miles.

### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers.....	\$9,792 79
Income from freight.....	79,376 60
Income from other sources.....	7,927 23
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies.....	\$68,700 43

### REMARKS.

As to the cost of the road, when it was constructed the contract was made with a construction company who received in payment for the same the bonds and capital stock of the road at par. The cash cost of the road as near as can be ascertained, was about \$15,000 per mile.

The road is a single track laid with iron rails.

State of New York, Orange County, ss.—Jno. Sayer, being duly sworn, on his oath says that he is Assistant-Treasurer of the Lehigh and Hudson River Railway Company, and that the

foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

JNO. SAYER.

Sworn and subscribed before me this 18th day of March, A. D. 1884.

FERDINAND V. SANFORD,

A Commissioner of Deeds for the State of New Jersey,

Residing at Warwick, N. Y.

ACCIDENTS FOR 1883.

February 24th.—George Witchief, foot crushed while walking on track, between Hamburg and Franklin Junctions. Wm. Devore, conductor ; M. Farrell, engineer.

## LONGWOOD VALLEY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Longwood Valley Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$300,000 00
Bonded debt.....	<u>140,355 46</u>
Cost of road and equipments.....	\$428,921 57

The road extends from German Valley to Port Oram, a distance of thirteen and twenty-six one-hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New York, New York City and County, ss.—John Kean, being duly sworn, on his oath says that he is President of the Longwood Valley Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOHN KEAN.

Sworn and subscribed before me this twelfth day of March,  
A. D. 1884.

JOHN L. CONOVER,  
Master in Chancery of New Jersey.

Receipts and expenses for 1883 are included in the operations of the Central Railroad Company of New Jersey, and no separate account of same is made.

## MANUFACTURERS' RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Manufacturers' Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$79,600 00
Cost of road and equipments.....	\$78,592 20

The road extends from Brill's to Passaic River, a distance of one and five one-tenths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New York, New York City and County, ss.—Henry S. Little, being duly sworn, on his oath says that he is President of the Manufacturers' Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this 13th day of March, A. D. 1884:

JOHN L. CONOVER,  
Master in Chancery of New Jersey.

Receipts and expenses for 1883 are included in the operations of the Central Railroad Company of New Jersey, and no separate accounting of the same is made.

## MAYS LANDING AND EGG HARBOR CITY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Mays Landing and Egg Harbor City Railroad Company, presents the following report for the year ending December 31st, 1883.

Capital stock paid in.....	\$32,500 00
Bonded debt.....	37,500 00
Cost of road and equipments.....	\$70,000 00

The road extends from Mays Landing to Egg Harbor City, a distance of seven miles.

It is leased and operated by the Camden and Atlantic Railroad Company at an annual rental of five thousand dollars, and this Company can make no report as to accidents, receipts or expenditures.

State of New Jersey, Camden County, ss.—Joseph E. P. Abbott, being duly sworn, on his oath says that he is President of the Mays Landing and Egg Harbor City Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. E. P. ABBOTT.

Sworn and subscribed before me this 21st day of January,  
A. D. 1884:

F. F. HOGALT,  
M. C. C.

## MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Millstone and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$95,750 00
Floating debt.....	17,654 42
Cost of road and equipments.....	\$113,404 42

The road extends from New Brunswick to Millstone, a distance of six and sixty-three one-hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, ——— County, ss.—Alfred L. Dennis, being duly sworn, on his oath says that he is President of the Millstone and New Brunswick Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

A. L. DENNIS.

Sworn and subscribed before me this 9th day of February,  
A. D. 1884.

C. B. THURSTON,  
M. C. C. of N. J.

## RAILROAD AND CANAL REPORTS.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$4,610 75
Income from freight-----	2,853 58
	<hr/>
	\$7,464 33
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	\$12,549 67
Dividends paid during the year 1883, and how paid-----	2,865 00

## MORRIS AND ESSEX RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Morris and Essex Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$15,000,000 00
Bonded debt-----	23,073,000 00
Cost of road-----	\$24,235,077 10
Cost of equipments-----	12,976,664 74
	<hr/> \$37,211,741 84

The road extends from Hoboken to Phillipsburg, a distance of eighty-three and sixty-eight one-hundredths miles ; with Boonton Branch thirty-four and fifty-four one-hundredths miles in addition.

It is leased to the Delaware, Lackawanna and Western Railroad Company, at an annual rental of seven per cent. per annum on its stock and bonds.

State of New York, New York City and County, ss.—Fred F. Chambers being duly sworn, on his oath says that he is Treasurer of the Morris and Essex Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. F. CHAMBERS.

Sworn and subscribed before me this 5th day of February, A. D. 1884.

LUDWIG R. MILLER,  
Commissioner for the State of New Jersey,  
Residing in New York.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$1,298,800 01
Income from freight-----	2,933,399 23
Income from other sources-----	266,131 85

Expenditures during the year for working road, including repairs,  
maintenance of way, motive power, and contingencies----- \$2,937,113 20

Dividends paid during the year 1883, and how paid:—

7 per cent. to the Stockholders in cash----- \$1,050,000 00

## ACCIDENTS FOR 1883.

February 1.—Enos Contour, walking on track, Orange.  
Instantly killed.

February 15.—Wayne Daniels, brakeman, aged 21. Killed  
near Stanhope.

February 17.—Peter Bigler, brakeman, skull fractured, near  
Hackettstown.

February 22.—Gasconia Rovigno, laborer, crushed by car-  
wheel, Hoboken. Killed.

February 24.—James Tracy, jumped from train, West End.  
Killed.

March 5.—Annie McCraig, struck by locomotive, East New-  
ark. Killed.

March 23.—George McKinney, drill master, injured coupling  
cars, Newark. Died.

March 31.—John Stack, aged 80, struck by train, Orange.  
Killed.

April 2.—Edward Parrott, jumping on train, Paterson.  
Killed.

April 5.—Unknown Woman, struck by train, East Newark  
Killed.

April 16.—John Brady, track walker, struck by train, Passaic. Killed.

April 16.—Matthew Colehan, (fireman off duty,) supposed fell from train, Pen Horn Bridge. Skull fractured.

May 4.—Wm. Harrington, water boy, truck gang, Lyndhurst bridge. Killed, fell from bridge.

May 11.—Wm. L. Allen, shop employe, fell from train near Dover. Neck broken.

May 11.—Unknown, travelling tinker, walking on track, near Summit. Killed.

May 16.—George T. Bowers, brakeman, fell between cars at Bergen Tunnel. Killed.

May 16.—Solomon Fox, walking on track at Clifton. Killed.

May 23.—Addie Wallace, aged 17, walking on track near Huntly. Killed.

June 4.—Bernard Scherrott, pedlar, driving on track, Newark. Killed.

June 14.—George Kneebone, intoxicated, lying on track, Orange. Killed.

June 23.—John Kyle, servant driving across track, East Orange. Killed.

July 4.—Eliza Fagin, saleswoman, walking on track, East Newark. Killed.

July 6.—Joseph Kerwin, aged 6, running on track, Dover. Killed.

August 23.—Wm. Carling, brakeman, caught between cars. Leg injured.

September 3.—Richard Curry, small boy, climbing on moving train, West Paterson. Killed.

September 4.—Unknown man, stepped in front of locomotive, East Orange. Instantly killed. Believed to be suicide.

September 22.—George Summers, brakeman, fell from car, Hoboken. Killed.

October 2.—Charles S. Depuy, brakeman, jumped on moving train, Port Morris. Leg crushed.

October 13.—Peter Fredericks, walking on track, near Morris Plains. Killed.

October 25.—Unknown man, walking on track, near Waterloo. Killed.

November 2.—Daniel Barrett, track laborer, struck by train. Fatally injured.

November 5.—Robert Moore, stone mason, walking in tunnel, struck by train. Killed.

November 14.—John Killman, baker, threw himself in front of train at Roseville. Killed.

December 10.—Unknown man, supposed to be stealing a ride. Instantly killed.

# MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD COMPANY.

## *To the Comptroller of the State of New Jersey :*

In obedience to a Law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Mount Holly, Lumberton and Medford Railroad Company presents the following report for the year ending December 31st, 1883.

Capital stock paid in-----	\$95,650 00
Bonded debt-----	75,000 00
	<u>\$170,650 00</u>

The road extends from Mount Holly to Medford, a distance of six and one-quarter miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of one hundred and seventy thousand, eight hundred and fifty dollars, (\$170,850.00.)

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, ss.—Henry I. Budd, being duly sworn, on his oath says that he is President of the Mount Holly, Lumberton and Medford Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

HENRY I. BUDD.

Sworn and subscribed before me this twenty-ninth day of January, A. D. 1884.

JOS. C. KINGDON,  
Notary Public.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$6,265 15
Income from freight-----	<u>2,118 87</u>

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	\$12,786 60
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## MOUNT HOPE MINERAL RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Mount Hope Mineral Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	<u>\$160,000 00</u>
Cost of road.....	\$138,449 96
Cost of equipment.....	30,828 81
	<u>\$169,278 77</u>

The road extends from Mount Hope to Port Oram, a distance of about four and one-quarter miles.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers, freight and other sources.....	<u>\$42,215 35</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies.....	\$16,800 20

State of New York, New York City and County, ss.—Hamilton Wallis, being duly sworn, on his oath says that he is President of the Mount Hope Mineral Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

HAMILTON WALLIS.

Sworn and subscribed before me this 4th day of January,  
A. D. 1884.

WALTER C. GILSON,  
Commissioner of Deeds for the State of New Jersey,  
In New York.

### NATIONAL DOCKS RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the National Docks Railway Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$300,000 00
Floating debt.....	796,295 31

Cost of road and equipments.....	\$1,089,837 12
Dividends paid during the year 1883, and how paid—none.	

The road extends from Bergen Hill to Communipaw, a distance of about three miles.

State of Pennsylvania, Philadelphia County, ss.—A. D. Hepburn, being duly affirmed, says that he is Secretary and Treasurer of the National Docks Railway Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

A. D. HEPBURN,  
Secretary and Treasurer.

Affirmed and subscribed before me this 17th day of January,  
A. D. 1884.

JAMES CROWE,  
Commissioner of Deeds for N. J., at 400 Chestnut st., Philadelphia, Penn.

## NEWARK AND BLOOMFIELD RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Newark and Bloomfield Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital Stock paid in.....	\$103,850 00
Floating debt.....	98,133 27
	<hr/>
Cost of road.....	\$201,983 27

The road extends from Roseville Junction to Montclair, a distance of four and twenty-three one-hundredths miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of six per cent. per annum on its stock, and is operated by the Delaware, Lackawanna and Western Railroad Company lessee of the said Morris and Essex Railroad Company, and report of its operations is included in report of latter Company.

State of New York, New York County, ss.—Frederick H. Gibbens being duly sworn, on his oath says that he is Treasurer of the Newark and Bloomfield Railroad Company and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED'K H. GIBBENS.

Sworn and subscribed before me this sixth day of February, A. D. 1884.

LUDWIG R. MILLER,

Commissioner for the State of New Jersey in New York.

### ACCIDENTS FOR 1883.

July 13.—James Ackerson, walking on track near Wakessing, was instantly killed.

## NEWARK AND HUDSON RAILROAD COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Newark and Hudson Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in .....	\$250,000 00
Bonded debt .....	250,000 00
Floating debt,—none.	

Cost of road and equipments, as settled Aug. 8, 1879, by decree of Judge Scudder .....	<u>\$355,056 18</u>
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The road extends from Bergen Junction to Newark, a distance of five and six hundred and eighteen one-thousandth miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of \$33,000.

State of New Jersey, Essex County, ss.—Cortlandt Parker, being duly sworn, on his oath says that he is President of the Newark and Hudson Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

CORTLANDT PARKER.

Sworn and subscribed before me this 13th day of March  
A. D. 1884.

DEWITT VAN BUSKIRK.

Master in Chancery of New Jersey.

### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers .....	\$28,153 97
Income from freight .....	24,751 11
Total .....	<u>\$52,905 08</u>

Expenditures during the year for working road, including repairs,  
maintenance of way, motive power, and contingencies .....

	\$34,562 27
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Dividends paid during the year 1883, and how paid,—none.

## NEW JERSEY AND NEW YORK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the New Jersey and New York Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$2,800,000 00
Bonded debt.....	275,000 00
Floating debt.....	<u>8,660 38</u>
Cost of road and equipments.....	<u>\$3,171,712 19</u>
Dividends paid during the year 1883, and how paid—none	

The road extends from Hackensack, N. J. to Stony Point, N. Y., a distance of thirty miles, of which twelve miles is in the State of New Jersey.

### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers.....	\$122,504 18
Income from freight.....	70,691 47
Income from other sources.....	<u>24,375 11</u>
	<u>\$217,570 76</u>

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies.....	\$217,354 35
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State of New York, City and County of New York, ss.—Jacob D. Hasbrouck, being duly sworn, on his oath says that he is Auditor of the New Jersey and New York Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

JACOB D. HASBROUCK.

Sworn and subscribed before me this 19th day of March,  
A. D. 1884.

ARCHIBALD C. WEEKS,

Commissioner of Deeds for the State of New Jersey in New York.

ACCIDENTS FOR 1883.

February 1.—Simon Franklin, colored, age 40, was instantly killed by train 2 while lying on track intoxicated near Etna, N. J. R. J. Werkheiser, conductor; C. D. Lockwood, engineer.

August 13.—Freight train 23, John Frank, conductor, O. B. Doremus, engineer, was run into by New York, Lake Erie and Western Railroad stock train near signal house three-quarters of a mile west of Bergen Junction, N. J. David Hartbraker, age 28, in caboose, was scald about face and arms. He died at St. Francis' Hospital, Jersey City, N. J.

August 14.—John McEwen, Jr., while stealing a ride on freight train 23, A. W. Campbell, conductor, G. Nicholson, engineer, fell from car at Park Ridge, N. J., and had his toes cut off.

October 27.—Frederick Wernecke, age 60 years, while lying along track intoxicated, with his hand on rail was run over near Woodridge, N. J., by train 12. E. Berly, conductor; T. Sherman, engineer. His arm was crushed under the wheels so that amputation was necessary.

## NEW JERSEY SOUTHERN RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the New Jersey Southern Railway Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$1,590,600 00
Bonded debt-----	<u>1,590,600 00</u>
Cost of road and equipments-----	<u>\$752,000 00</u>

The road extends from Port Monmouth to Atco (main line) a distance of seventy-two and eighty-eight one-hundredths miles, with branches from Eatontown to East Long Branch, five and twelve one-hundredths miles ; East Long Branch to Sandy Hook (Long Branch and Sea Shore Railroad) ten and twenty-seven one hundredths miles ; total, eighty-eight and twenty-seven one-hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New York, New York City and County, ss.—Henry S. Little, being duly sworn, on his oath says that he is President of the New Jersey Southern Railway Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this 13th day of March, A. D.  
1884.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1883.

(Includes Toms River, Vineland and West End Railroads).

Income from passengers.....	\$260,911 70
Income from freight.....	189,218 07
Income from other sources.....	8,744 86
	<hr/>
	<u>\$458,874 63</u>

Expenditures during the year for working road, including repairs,  
maintenance of way, motive power, and contingencies..... \$509,450 61

ACCIDENTS FOR 1883.

July 19.—Jane McMahon, instantly killed attempting to cross  
track in front of engine at Sea Bright. Conductor, James Me-  
gill; engineer, Wm. L. Nivison.

August 29.—Wm. Thompson, arm broken, fell from car  
wheels of which passed over him, at Red Bank. Conductor, F.  
Garwood; engineer, Jacob Trux.

## THE NEW YORK AND GREENWOOD LAKE RAILWAY COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the New York and Greenwood Lake Railway Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$100,000 00
Bonded debt-----	<u>2,700,000 00</u>
Cost of road, amount paid by purchasers on sale under fore- closure-----	<u>\$156,000 00</u>
Cost of road and equipments as by the books of the Company----	\$2,849,617 61
Construction in year ending December 31st, 1883-----	623 36
Total -----	<u>\$2,850,240 97</u>

The road extends from Jersey City to State Line, a distance of 43 miles.

### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$88,234 01
Income from freight-----	74,936 32
Income from other sources-----	<u>9,798 62</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	<u>\$166,493 49</u>

State of New York, New York City and County, ss.—Robert Harris, being duly sworn, on his oath says that he is Vice-President of the New York and Greenwood Lake Railway Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

ROBERT HARRIS.

Sworn and subscribed before me this 18th day of March, A. D. 1884.

MORRIS H. BROWN,

Commissioner of Deeds in New York for State of New Jersey.

#### ACCIDENTS FOR 1883.

January 21.—Horace Speer, aged 14 years, employed at Little Falls, jumped from train 21, D. Bryan, conductor, while stealing a ride, west of Singac Bridge, had his head cut and neck and arm broken. Died from injuries received.

July 3.—Train 14, conductor Allen, struck John Bauer, about 40 years of age, residing on Cone st., Orange, cutting his leg off and severely injuring his head, was taken to Memorial Hospital, Orange, where he died the same evening. He was walking on the track towards the train but paid no attention to signals given by the engineer and was struck just west of High st., Orange.

August 5.—John Dulukoop, of 338 Park ave., Hoboken, N. J., age 45 years, a passenger on special excursion train, conductor Guyre, while passing over Mountain View draw bridge, east bound, had his arm out of the window and was broken by coming in contact with guy rod on the bridge.

August 14.—Mrs. Ellen Allen, of Belleville, N. J., age 60 years, had both legs cut off below the knees by train 16,—conductor Fuller. She was lying on the track on first bridge west of Passaic draw, west of Kearney Station with her body outside of rails, between abutments, with both legs over the rail. She was brought to Jersey City depot, where death followed shortly after arrival of train.

September 10.—Brakeman John H. Conklin, age about 25 years, residing at No. 2 Rodeman place, Jersey City, while coupling cars in steel switch at North Newark, had collar bone broken and left shoulder fractured. Conductor, John Estille. Wild-cat train, engine No. 7.

October 1.—William H. Totten, aged about 55 years, of Harlem, N. Y., attempted to get on train 14 at Arlington and stepped in front of train 9, which struck and knocked him senseless. Received only slight scalp wound.

November 2.—Frank Babcock, brakeman on way freight train, aged about 31 years, of No. 183 Ninth St., Jersey City, while coupling cars at Pompton Junction, (walking backwards) was thrown by car wheel catching his overalls and flange of wheel tore flesh from bone on right leg from ankle to knee. Was taken home, where he remained two or three days and was then removed to St. Francis Hospital, Jersey City, where amputation was necessary, the last week in December, after which inflammation of the lungs set in from which he died January 1st, 1884.

## NEW YORK AND LONG BRANCH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the New York and Long Branch Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$2,000,000 00
Bonded debt-----	1,500,000 00
Floating debt-----	<u>29,214 84</u>
Cost of road and equipments-----	<u>\$3,309,726 23</u>
Dividends paid during the year 1883, and how paid :—	
Semi-annually in cash-----	<u>\$35,000 00</u>

The road extends from Perth Amboy to Bay Head Junction, a distance of thirty-eight four one-hundredths miles.

### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$423,774 17
Income from freight-----	108,003 64
Income from other sources-----	<u>12,612 09</u>
	<u>\$544,389 90</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	<u>\$579,772 86</u>

### REMARKS.

The road is leased to the Central Railroad Company of New Jersey, but is being operated jointly by the Philadelphia and Reading Railroad Company and the Pennsylvania Railroad Company under a disputed agreement now in litigation pending the existence of an injunction granted in connection therewith.

State of New York, New York City and County, ss.—Henry S. Little, being duly sworn, on his oath says that he is President of the New York and Long Branch Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this thirteenth day of March A. D. 1884.

JOHN L. CONOVER,  
Master in Chancery of New Jersey.

#### ACCIDENTS FOR 1883.

*The following Persons were Killed or Injured while walking upon, standing near, or crossing the tracks :*

February 6.—F. M. Winters, Keyport, N. J., injured while attempting to cross tracks south of Hazlet station, N. Y. and L. B. work train. Engine No. 29. Decker, conductor; Clapp, engineer.

June 23.—James Lawler, Ocean Grove, N. J., injured while standing in car on siding at Ocean Grove Station, Pa. R. R. passenger train. Engine No. 636. Riddle, conductor; Thompson, engineer.

August 8.—William Grandy, Keyport, N. J., killed while attempting to board special berry train at South Amboy, C. R. R. express freight train. Engine No. 76. Shurts, conductor; Coffee, engineer.

August 20.—Charles Bowker, Manasquan, N. J., injured by the news train while backing through Pt. Pleasant yard. N. Y. and L. B. drill engine, No. 37. Jackson, conductor; Smith engineer.

September 18.—H. Jenkinson, South Amboy, N. J., foot cut off by stepping in front of engine while moving. C. R. R. coal train, engine No. 50. Liddy, conductor; Emley, engineer.

September 27.—Matthew Rue, Jr., Englishtown, N. J. Injured by explosion of torpedo placed on track at Manasquan Station. P. R. R. passenger train, No. 276. Carrick, conductor; Berry, engineer.

November 18.—George Johnson, (colored.) Matawan, N. J. Killed while lying across track near Matawan. Intoxicated. C. R. R. freight train, No. 349. Hutchinson, conductor; Smith, engineer.

*The following persons were killed or injured while in transportation, or when falling or stepping from trains :*

January 4.—Unknown man, South Amboy, N. J. Slightly injured while stepping off train on the Raritan Bridge. P. R. R. passenger train, No. 281. Carrick, conductor; Weaver, engineer.

May 16.—Morris McMahon, Middlesex county. Killed while jumping from rear car, near Cliffwood. Drunk. P. R. R. passenger train, No. 281. Carrick, conductor; Weaver, engineer.

August 27.—Jennie Hope, Passaic, N. J. Slightly injured by stepping from train at West End Station. While running C. R. R. passenger train, No. 19. Greely, conductor; Clapp, engineer.

August 29.—Antonio De Napoli, Naples, Italy. Killed by falling between dump cars and being run over. N. Y. and L. B. work train. Engine No. 94. Johnson, conductor; Smith engineer.

September 8.—Samuel Cavis, Camden, N. J. Killed by overhead bridge near Key East Station. On top of cars. P. R. R. freight train, No. 444. Van Brunt, conductor; Joyce, engineer.

September 28.—Annie Creed, South Amboy, N. J. Slightly injured by falling from train, before reaching station. P. R. R. passenger train, No. 283. Carrick, conductor; Berry, engineer.

## NEW YORK SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, The New York, Susquehanna and Western Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock issued for value.....	\$21,000,000 00
Bonded debt.....	6,850,000 00
Floating debt, unpaid vouchers and pay rolls for December.....	27,780 56
Secured by collaterals:	
Temporary loan for Company's purpose.....	\$199,000 00
Temporary loan to purchase control Middletown, Unionville and Water Gap road.....	126,220 00
Temporary loan to purchase control Lodi Railroad.....	<u>12,000 00</u>
Cost of road and equipments.....	<u>\$25,213,538 87</u>

Dividends paid during the year 1883, and how paid—none.

The road extends from Marion, N. J., to the State line between the States of New Jersey and New York, a distance of seventy-one and one-tenth miles, with a branch from Ogdensburg, fifty-four miles from New York, to Gravel Place, Pa., a distance of fifty miles; also branch from Columbia Junction, ninety-one and six-tenths miles from New York, to Delaware, N. J., a distance of three and one tenth miles; also branches from Scranton, Pa., to coal mines, eight and five-tenths miles; also branch from main line into Paterson city, seven miles, making in all one hundred and thirty-four miles.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$199,969 67
Income from freight-----	650,764 36
Income from other sources-----	152,929 07
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies-----	<u>651,131 18</u>

State of New York, New York City and County, ss.—Frederic A. Potts, being duly sworn, on his oath says that he is President of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883, are correct and true to the best of his knowledge and belief.

F. A. POTTS.

Sworn and subscribed before me this thirty-first day of January, A. D. 1884.

R. C. SHIMEALL,

A Commissioner of Deeds for the State of New Jersey, residing in New York.

## ACCIDENTS FOR 1883.

January 29.—Wm. H. Gray, a brakeman on train No. 24, while drilling cars at Wortendyke, N. J., had two fingers of his hand injured while making a coupling. The conductor of the train was John Lee, and the engineer H. F. Newcomb. Both are still in the employ of this Company.

February 8th.—Train No. 105 struck a man named Morris Mann at Delaware Station, N. J., breaking his left arm and leg. Conductor of this train was L. C. Platt; engineer, D. Sliker. Both still in the employ of this Company.

May 7th.—David Chandler, brakeman on train No. 104, fell beneath the cars while making a coupling at Blairstown and was killed. Conductor, T. Delafield, Jr., not now in the employ of this Company. Engineer, Montanye, still in the employ of this Company.

May 25.—The body of Horace Havens was found beside track about half a mile west of Ogdensburgh, with head cut off. Unknown as to what train struck him.

August 18th.—John Young, brakeman on train No. 18, had his foot and arm injured by running into open switch at Two Bridges and striking car on siding. Conductor, E. F. Stone; engineer, J. H. Bartow, the latter being still in the employ of this Company but the former is not.

August 27.—Train 33 struck and injured an Italian, known as No. 5,673, just east of Little Ferry draw, while walking on the track. Conductor, George L. Duffield; engineer, James Haycock, both still in the employ of this Company.

September 30.—Train No. 1 struck a man named William Squeece, just west of Dundee Lake bridge, injuring him so that he died the same day. He was trying to pull his dog from the track. Conductor, Matt. Cody; engineer, A. R. Castle, both still in the employ of this Company.

October 20.—Joseph Wiley, a boy who was stealing rides while train was moving, at Paterson city, was run over and had both legs cut off. Conductor, Charles Van Duzer; engineer, James Haycock, both still in the employ of this Company.

November 23.—Train 22 struck a team of horses and threw driver, W. H. Wright, on crossing at Quarryville, N. J., killing driver and team. George Boothney, conductor; J. H. Bartow, engineer, both still in this Company's employ.

November 5.—Train No. 66, New York, West Shore and Buffalo Railroad, struck horse and wagon, killing the driver, P. Shea, at Tyler Park crossing, N. J.

November 12.—Train 13 struck and killed a man named Martin Maick, half a mile east of Oakland. Man was walking on the track. Conductor, H. M. Drake; engineer, Charles Leslie; both still in the employ of this Company.

November 26.—Train No. 10, struck and killed a lady named Lizzie Warren, at Main st., Hackensack crossing. She had been to the Post-office and was reading a postal card and did not heed the approaching train. A. H. Corwin, conductor; John L. Conkling, engineer, both still in the employ of this Company.

## NEW YORK, WEST SHORE AND BUFFALO RAIL- WAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the New York, West Shore and Buffalo Railway Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$35,455,400 00
Bonded debt.....	43,036,000 00
Floating debt.....	<u>441,186 83</u>
Cost of road and equipments.....	<u>\$78,506,966 82</u>

Dividends paid during the year 1883, and how paid—none.

The road extends from Weehawken, N. J., to Buffalo, N. Y., a distance of four hundred and twenty-five and ninety-five one-hundredths miles.

### REMARKS.

So much of this Company's road as lies within the State of New Jersey is included in a lease to the New York, Ontario Western Railway Company, which includes this Company's road from Weehawken, N. J., to Cornwall and Middletown, N. Y., subject to this Company's right of trackage over the same. The portion of the road so leased was opened for operation June 4th, 1883.

State of New York, New York City and County, ss.—Joseph W. Reinhart, being duly sworn on his oath says that he is the General Auditor of the New York, West Shore and Buffalo Railway Company and that the foregoing statement, and the annexed

statement of accidents on the said road during the year 1883, are correct and true to the best of his knowledge and belief.

JOSEPH W. REINHART.

Sworn and subscribed before me this 12th day of April, A. D. 1884.

GEORGE GLOVER,

Commissioner of New Jersey,  
Residing in New York.

No accidents have occurred during the year 1883 on this Company's road in the State of New Jersey, by reason of running of any trains of this Company over the same.

## NORTHERN RAILROAD COMPANY OF NEW JERSEY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Northern Railroad Company of New Jersey, presents the following report for the year ending December 31st, 1883 :

Capital stock issued.....	\$1,000,000 00
Bonded debt.....	368,000 00
Floating debt.....	<u>70,756 79</u>

Cost of road, valuation.....	\$348,095 16
Cost of equipment.....	<u>200,000 00</u>

This road has no equipment.

The road extends from Bergen Junction, N. J., to Sparkill, N. Y., a distance of twenty-one and one-quarter ( $21\frac{1}{4}$ ) miles.

It is operated by the New York, Lake Erie and Western Railroad Company under a contract for which said Company receives sixty-five (65) per cent., and five fifty-sixths (5-56) of its gross earnings.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company and the further information required by law is furnished by that Company, and is included in their report.

State of New York, County of New York, ss.—Orville A. Roorbach being duly sworn, on his oath says that he is Treasurer of the Northern Railroad Company, of New Jersey, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

O. A. ROORBACH.

Sworn and subscribed before me this 18th day of January, A.  
D. 1884.

AUGUSTUS ZABRISKIE,

Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1883.

Income from passengers.....	\$234,116 85
Income from freight.....	56,182 26
Income from other sources.....	<u>15,656 97</u>

Expenditures during the year for working road, including interest	\$264,707 44
Dividends paid during the year 1883, and how paid:—In cash..	<u>40,000 00</u>

ACCIDENTS FOR 1883.

May 24.—August Keyser, age 2, had forehead slightly bruised near Tyler Park, N. J., by W. C. Engine 164, A. Phillips, engineer. This child had wandered on the track, being seen by the engineer, the engine was nearly stopped when the child was struck.

August 22.—John H. Carpenter, age 45, was slightly cut on right hand and right leg below the knee. at Englewood, N. J. The result of his own carelessness in attempting to get on train while in motion. Train 150, W. P. Cole, conductor; engine 146, J. Possils engineer.

September 6.—G. Oesterle, age unknown, was slightly injured about the body at Tyler Park, N. J., by train 136. S. W. Lewis, conductor; engine 249, J. H. Corkson, engineer. This man attempted to drive across the track despite the signals given him. Accident due to his own carelessness.

October 6.—Thomas Parcells, passenger, age 28, jumped off car at Norwood, N. J., while grossly intoxicated, injuring left arm so severely as to require its amputation close to the shoulder. Train 150. W. P. Cole, conductor; engine 253, John Parsels, engineer.

October 21 —John H. Roth, age 24, was fatally injured 8:09 P. M., at Englewood, N. J., (died a few hours after) by train

special express. W. P. Cole, conductor; engine 246, John Parsels, engineer. This man attempted to board train under motion, had been drinking and admitted that accident was due to his own carelessness.

State of New York, City and County of New York, ss.—  
Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn says that the foregoing statement of accidents occurring on the Northern Railroad of New Jersey during the year ending December 31st, 1883, is correct and true to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Sworn and subscribed before me this 8th day of February, 1884.

GEO. E. GRANT,

Notary Public, New York City and County.

### OGDEN MINE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Ogden Mine Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	<u>\$450,000 00</u>
Cost of road and equipments.....	<u>\$452,993 92</u>

The road extends from Ogden Mine to Nolans' Point, a distance of ten (10) miles.

It is leased to the Central Railroad Company of New Jersey at an annual rental of five per cent. on its capital stock.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law must be furnished by that Company.

State of New Jersey, Morris County, ss.—George Richards, being duly sworn, on his oath says that he is President of the Ogden Mine Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE RICHARDS,

President.

Sworn and subscribed before me this 26th day of January,  
A. D. 1884.

MAHLON PITNEY,

Master in Chancery of New Jersey.

## PASSAIC AND DELAWARE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Passaic and Delaware Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$111,050 00
Floating debt.....	<u>3,602 36</u>
 Cost of road and equipments.....	 <u>\$114,652 36</u>

The road extends from Summit Junction to Bernardsville, a distance of thirteen and ninety-nine one hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of five per cent. per annum on its stock, and report of operations is included in report made by the Morris and Essex Railroad Company.

State of New York, New York City and County, ss.—Frederick H. Gibbens being duly sworn, on his oath says that he is Treasurer of the Passaic and Delaware Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

FRED'K. H. GIBBENS.

Sworn and subscribed before me this sixth day of February,  
A. D. 1884.

LUDWIG R. MILLER.

Commissioner for the State of New Jersey in New York.

## PATERSON AND HUDSON RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

Report of the Paterson and Hudson River Railroad Company,  
for the year 1883 :—

Capital stock of this Company is.....	\$630,000 00
Cost of the road, including land, depot buildings and appurte- nances is.....	<u>630,000 00</u>
No funded or other debts.	
Income—rent of the road is.....	\$53,400 00
Dividends :—	
January 3, 1883, 4 per cent.....	\$25,200 00
July 3, 1883, 4 per cent.....	25,200 00
	<u>\$50,400 00</u>

The said road being under lease to and managed by another Company, sanctioned by the Legislature of this State, this Company has no other knowledge of matters than the above statement.

State of New Jersey, ss.—Jacob S. Rogers, being duly sworn, on his oath says that he is President of the Paterson and Hudson River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. ROGERS.

Sworn and subscribed before me this nineteenth day of January, A. D. 1884.

ROBERT J. HOPPER,  
Master in Chancery of New Jersey.

### ACCIDENTS FOR 1883.

January 2d.—William Washer, fireman, age 23, was scalded by train 5 running into cars standing on switch at Bergen, N. J. Engine 144, D. Doremus, conductor ; G. J. Seman, engineer. Switch left wrong by H. C. Palmer, who was discharged.

January 8th.—C. H. Papen, age not known, was found dead in Bergen Tunnel, N. J.

January 19th.—Richard Former, brakeman, age 20, had right arm run over and crushed, requiring amputation, at Jersey City, N. J., caused by engine 292, R. Higson, engineer; switchman John Tracy in charge, pushing coal cars in houses with too much force. Higson and Tracy suspended.

January 31.—Jacob King, air-brake inspector, age not known, stepped from engine 145 in front of train 24. Daniel Cooper, conductor; engine 106, Henry Carlough, engineer, and ~~was~~ fatally injured; died same day. All signals given. Accident at Jersey City, N. J.

February 3.—Benjamin Jordan, age 40, attempting to pass between the cars when backing up slowly and only a few feet apart at Provost street crossing, Jersey City, N. J., was caught and bruised about the hips; not badly. Switch Engine 307, L. Goods, engineer.

February 4.—George Hutchins, brakeman, age 19, had left wrist broken and head badly bruised by falling from top of box car at Passaic bridge, N. J.; train extra 10; Isaac Cary, conductor; engine 628, John Woods, engineer.

February 8.—Fred. Behler, laborer, age 28, had bones of left leg broken between knee and ankle while handling freight at Jersey City, N. J.

February 14.—Anthony McAndrews, car repairer, age 60, was struck by train 24, D. Cooper, conductor; engine 106, H. Carlough, engineer, and bruised about the head and face; caused by his own negligence in walking on track at Jersey City, N. J.

February 14.—Henry Suffren, switchman, age 25, while making coupling at Jersey City, N. J., was bruised about the shoulders. Switch engine 455; Samuel Baldwin, engineer.

March 19.—Peter Romesky, age 45, was fatally injured at Henderson street, Jersey City, N. J., by train 101. C. H. Ward, conductor; engine 224, D. S. Kingon, engineer; caused by his own carelessness, not heeding warning of crossing man. Died March 24th.

April 8.—John Loonly, age 25, was found severely injured at Henderson street crossing, Jersey City, N. J. Died at Hospital April 9th; no witnesses to the accident. Supposed to have been struck by some unknown train.

April 18.—Mary Hannah, age 83, was fatally injured at Provost street crossing, Jersey City, N. J., by engine 286, William Dooly, engineer. This woman was warned by crossing man, and bell was ringing. Died April 21st.

April 19.—Patrick Wimsey, watchman, age 21, had left side of body slightly bruised and slight fracture of skull at Jersey City, N. J., being knocked down by train 100. C. H. Moore, conductor; engine 245, D. S. Kingon, engineer. Was walking on track and did not heed signals.

April 27.—Archibald J. Beemer, brakeman, age 18, was fatally injured at Penn Horn, N. J., by cars being switched by engine 300; William Lewis, engineer; died at hospital April 28. This man was standing near end of cars with flag in hand when engineer of west bound train approaching, seeing flag and thinking it was meant for him, whistled down brakes. This Beemer stepped on track upon which was being switched and was struck by cars cut loose from engine 300.

May 8.—John H. Bonta, age 42, had left leg cut off near ankle, at Jersey City, N. J., while asleep under car lying in switch. Engine 381, A. Amgorsen, engineer, backed against cars the wheels of one under which he was sleeping, going over his leg.

May 10.—James McGrath, floatman, age 45, had left foot caught between barge and barge fender at Jersey City, N. J.,

crushing it badly, part of foot requiring amputation ; had jumped aboard barge Haight to take line from tug.

May 21.—John Kenny, laborer, age 26, attempting to uncouple cars at Jersey City, N. J., without authority, had right arm caught between bumpers and badly fractured between elbow and wrist. Switch engine 424 ; William Cornell, engineer.

May 25.—Jeremiah Murphy, tallyman, age 21, injured internally and had left hip fractured at Jersey City, N. J. This man had gone between house and ferry dock (dock 4) to obey a call of nature. While joining a point where outer piles of rock stood usually about two feet from house, the ferry boat Passaic, entering slip struck rock forcing it over sufficiently to crush him between one of the piles and house. Timothy Cronin, foreman of gang.

June 4.—John Kip, passenger, age 19, had right arm slightly scratched at Jersey City, N. J., on train 22. L. D. Davenport, conductor ; engine 105, A. S. Rouk, engineer. Cause unknown.

July 12.—Robert W. Morrow, clerk, age 30, was fatally injured 9:23 P. M., at Clifton N. J., (died next morning) by train 8 ; W. M. Russel, conductor ; engine 144, Ed. Kent, engineer. He was "sky larking" beside the track and was said to have been intoxicated.

July 14.—George Hanly, trackman, age 45, was slightly cut on back of his head at Jersey City, N. J., being struck by step of tender ; did not move far enough from track with other men at work repairing ; engine 307, Thomas H. Brieston, engineer.

July 19.—John Donovan, switchman, age 40, had left leg broken just above the ankle, requiring amputation below the knee, at Jersey City, N. J., 9:20 P. M. This man had cut six cars loose, remaining on top ; engine backed into adjoining switch with balance of train, attempting to jump from top of car to train was thrown to the ground. Switch engine 455, Thomas McCarty, engineer.

July 26.—John Jones, brakeman, age 29, attempting to raise a window in coach at Jersey City, N. J., both hands slipped, going through the glass cutting them badly. Train 21; L. Davenport, conductor; engine 105, S. A. Ronk, engineer.

July 28.—John Chapman, brakeman, age 24, making coupling at Passaic, N. J., had his right hand caught between the bumpers, bruising flesh on middle finger. Train extra 35. George S. Gillett, conductor; engine 398, John Sullivan, engineer.

August 1.—Alonzo Read, brakeman, age 35, was slightly bruised about the body at Jersey City, N. J., 12:30 A. M., caused by misplaced switch, cars running together and striking against bumping block. Switch engine 424, William Cornell, engineer; William Smith, switchman, man at fault; discharged.

August 1.—John Sheesby, age unknown, had left ankle injured at Gross street crossing, Jersey City, N. J. This man was attempting to climb gate when down for passing train and dropped off. Frank Gordon, gateman.

August 3.—William Geran, brakeman, age 35, attempting to drop pin to couple combined car with engine at Jersey City, N. J., had his left thumb caught between pin and buffer on tank mashing flesh at first joint; train 123; William Carter, conductor; engine 609; Edward Black, engineer.

August 13.—Catherine Kone, age 40, had slight cut on head and two ribs on right side broken at Jersey City, N. J., by train W. C.; H. E. Terwilleger, conductor; engine 556, George Trux, engineer. This woman ran out on track to chase off chickens; bell was rung, whistle blown, engine reversed.

August 13.—Alvin Ford, age 55, was severely bruised on back and right shoulder near Lake View, N. J., by train 61. J. M. Garrison, conductor; engine 82; C. Fraser, engineer. This man was walking between tracks and when train approached stepped on west bound track; whistle blown and brakes applied.

August 28.—Michael Carney, carpenter, age 52, was fatally

injured at Jersey City, N. J., (died 30th). This man was at work on truck of box car standing close by it while it was jacked up; there is a slight grade to track where this car stood and at a short distance stood other cars. From some unknown cause a car started down this track, ran against a second car and running against the car under which Carney was at work he was caught by its fall.

August 29.—James R. Meade, age 18, was bruised about his legs and feet by train 65. J. A. Case, conductor; engine 17, William Dooley, engineer, at Passaic, N. J.; he jumped on rear car at Prospect street to steal a ride and was injured in attempting to get off at Franklin crossing.

September 9.—Miss Jennie Stenele, passenger, age 25, was cut on right wrist. Robert Scott, passenger, age not known, had slight cut on wrist by New York and Greenwood Lake train. F. E. Fuller, conductor; engine 16, Theodore McKelsey, engineer, running into rear end of New York, Lake Erie and Western train, 7. A McNeal, conductor; engine 55, F. Eldridge, engineer, at east end of tunnel, Jersey City, N. J. Caused by reckless running of Greenwood Lake train. Engineer McKelsey, more at fault, has been discharged.

September 18.—Cortland A. Sprague, passenger, age 58, received a severe cut on the head and several bruises about the body, near Passaic, N. J. This man was passing from one car to another, and when on platform train suddenly rounded a curve throwing him off. Train 14, W. H. Ostrom, conductor; engine 52, E. Haggerty, engineer.

September 21.—Emma Mitchell, age 20, was fatally injured, (dying soon after), near Lake View, N. J., by train 1. A. W. Bemrose, conductor; engine 81, J. N. Sarvent, engineer. This woman was picking coal by side of track near Burbank's crossing and when engine was within fifteen feet of her, bell ringing, suddenly stepped on track.

September 25.—Matthew Nolan, age 16, was severely bruised

about the body and head by falling into a hole in dock at foot of Pavonia avenue, Jersey City, N. J. Men were making repairs and had burners placed above the hole; the boy walked backward into it.

October 12.—Jacob Petry, car cleaner, age 25, was instantly killed at west end of tunnel, Jersey City, N. J., by engine 149. C. L. Phelps, engineer, 5:59 P. M. This man had stepped from New York and Greenwood Lake train on east bound track directly in front of engine which was backing into tunnel; whistle had been blown and bell was ringing.

October 22.—Thomas Flynn, age 16, while walking on track at Bergen, N. J., was struck by train 42. H. B. Lupton, conductor; engine 108, J. M. Hopper, engineer. Both legs were broken above ankles, also right collar bone; engineer was unable to see him owing to view being obstructed by steam from an engine on side track. Time of accident 6:17 P. M.

October 22.—Martin Barkin, age 13, was found lying beside the track at Bergen, N. J., had left leg broken in two places below the knee, and a scalp wound; was doubtless struck by train 42, H. B. Lupton, conductor; engine 108, John Hopper, engineer, although there are no witnesses to the accident.

October 26.—John Higgins, flagman, age 38, was drowned in Pen Horn creek, near Bergen, N. J., 1:20 A. M. Train 35, A. Newkirk, conductor; engine 627, A. Dougherty, engineer; caused by falling off string piece while running after his train.

October 26.—Joseph Richer, brakeman, age 25, was fatally injured in Bergen tunnel, N. J., (died November 10), by slipping and falling from top of car in train W. C. John Daley, conductor; engine 496, S. F. Hammond, engineer, at 7 A. M.

November 12.—William Leory, laborer, age 40, had left leg broken, near ankle while attempting to load a heavy bale of merchandise on hand truck at local freight station, Jersey City, N. J.

November 23.—Otto Martine, age about 36 years, was found lying beside track at Franklin crossing, Passaic, N. J., 9.30 P. M., with compound fracture of right arm, and severe bruises on right hip. It has been learned that he was intoxicated, and it was supposed that he attempted to cross the track in front of train 8, W. M. Russell conductor; engine 84, N. Sarvent engineer, which passed about that time.

November 28.—Henry F. Merring, brakeman, age 28, had finger of right hand bruised, nail knocked off little finger, wrist quite badly bruised, slightly fracturing him, at Bergen, N. J., 1:40 A. M. Train; extra, 35, J. Ostrander, conductor; engine 588, C. L. Clark, engineer. Caused by conductor Price's gang letting cabooses in switch which, striking against Ostrander's caboose, forced it against engine on which Merring was fixing coupling, catching his hand between bumper of engine and draw-head of caboose.

December 8.—Simon Grinner, passenger, age 60, had face slightly cut, left knee and hand bruised attempting to get off train, 42 H. B. Lupton, conductor; engine 97, William Dooley, engineer, at Passaic, N. J., 5:56 P. M., after train had started from station. Proper signals had been given and station called.

State of New York, City and County of New York, ss.—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the earnings and expenses of the Paterson and Hudson River Railroad Company are merged in the general accounts of the New York, Lake Erie and Western Railroad Company; and that the foregoing statement of accidents occurring on the Paterson and Hudson River Railroad during the year ending December 31st, 1883, is correct and true, to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Sworn before me and subscribed, this 8th day of February 1884.

GEO. E. GRANT,

Notary Public, New York City and County.

## PATERSON, NEWARK AND NEW YORK RAIL- ROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Paterson, Newark and New York Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in .....	\$250,000 00
Bonded debt .....	500,000 00
Floating debt,— none.	

Cost of road and equipments, as settled Aug. 8, 1879, by decree of Judge Scudder .....	\$545,433 29
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The road extends from Paterson to Newark, a distance of ten and nine hundred and nine one-thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of \$35,000.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Essex County, ss.—Cortlandt Parker, being duly sworn, on his oath says that he is President of the Paterson, Newark and New York Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

CORTLANDT PARKER.

Sworn and subscribed before me this 13th day of March,  
A. D. 1884.

DEWITT H. VAN BUSKIRK,  
Master in Chancery of New Jersey.

## RAILROAD AND CANAL REPORTS.

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## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$58,628 24
Income from freight-----	58,169 74
Income from other sources-----	116 35
Total-----	<u>\$116,914 33</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	\$65,924 13
Dividends paid during the year 1883, and how paid,—none.	<u><u>          </u></u>

## ACCIDENTS FOR 1883.

March 27.—Elizabeth Cope, age 45, while walking on track near Paterson, N. J., was killed by train 117, William Carter, conductor; engine 109, Edward Black, engineer. Whistle was blown and engine reversed.

July 18.—Maria McCormick, age 30, was fatally injured at Newark, N. J., (died 4:00 A. M., 19th,) by train 108, C. H. Ward, conductor; engine 111, D. S. Kenyon, engineer. This woman attempting to cross track in front of engine running about five miles an hour, bell ringing, was struck by bumper.

August 10.—Frank Snyder, age 17, received a scalp wound one inch long and through the bone, near Newark, N. J., train 108, C. H. Ward, conductor; engine 1, (gas engine,) handled by W. Jelner, engineer. This boy was walking between tracks, and train crossing bridge in same direction; bell was ringing and whistle blown.

August 27.—Harry E. Sanderson, age 30, was killed at Newark, N. J., by train 115, C. H. Ward, conductor; engine 111, D. S. Kenyon, engineer. This man was walking on the track, and gave no heed to signals given. Supposed to be a case of suicide or temporary insanity, caused by drink.

## THE PATERSON AND RAMAPO RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

Report of the Paterson and Ramapo Railroad Company for the year 1883 :

Capital stock.....	\$298,000 00
Cost and true value of said railroad, being located in the counties of Passaic and Bergen, and extending from Paterson northerly to the New York State line .....	\$350,000 00
No equipment or appendages—	
Income—Rent from Erie Railroad Company, including rent on lease of Union Railroad Company, assigned to this company--	30,000 00
Dividend, January 3d, 1883, four and one-half per cent. ....	13,410 00
Dividend, July 3d, 1883, four and one-half per cent. ....	13,410 00
Expenses for contingencies, taxes, &c.....	2,339 20
No funded or other debts.	

The said road being under lease to the New York and Erie Railroad Company, under sanction of the Legislature, and operated by its successor, the New York, Lake Erie and Western Railroad Company, this Company has no knowledge of the other matters required.

New Jersey, ss.—Jacob S. Rogers, being duly sworn, on his oath saith that he is President of the Paterson and Ramapo Railroad Company, and that the foregoing report is true to the best of his knowledge and belief.

J. S. ROGERS.

Sworn and subscribed January 19, 1884, before me,

ROBERT J. HOPPER,

Master in Chancery of New Jersey.

## ACCIDENTS FOR 1883.

January 8.—George Lewis, age not known, had right arm broken and shoulder badly bruised near Ridgewood, N. J., while driving a team of horses attached to a wagon over public road crossing. Was struck by train 15, F. Rosencrans, conductor; engine 55, S. Walker, engineer. The usual signals had been given.

February 16.—John Keegan, brakeman, age 26, making a coupling at Paterson, N. J., had right hand caught between the pin in drawhead of coach, and flesh of thumb burst. No bones broken. Train 22, Lewis Davenport, conductor; engine 245, S. A. Ronk, engineer.

February 17.—Peter de Young, age 27, was found on track at Paterson, N. J., with right leg and left arm broken; supposed to have been struck by train 9, W. M. Russell, conductor; engine 77, J. Haggerty, engineer, while walking on track.

March 1.—John Jones, brakeman, age 28, had flesh on right hand burst open at Paterson, N. J.; had made coupling, but in moving hand from pin struck his arm against brake staff, throwing his hand back between the bumpers. Train 62, Lewis Davenport, conductor; engine 245, S. A. Ronk, engineer.

March 15.—John Donnelly, switchman, age 23, while coupling cars at Paterson, N. J., was slightly squeezed through hips and waist; did not take proper position. Switch engine 134, J. Bogert, engineer.

March 23.—Roe Pilgrim, brakeman, age 25, making a coupling at West Paterson, N. J., had hand caught between bumpers and flesh on thumb, first and second fingers of left hand burst open. Train extra 35, C. L. Boughner, conductor; engine 622, Frank Hoar, engineer.

March 29.—Fanny Washington, colored, age 9, was killed at Ridgewood, N. J., by wrecking train, John Collins, switchman in charge; engine 368, C. H. Cooper, engineer. The child attempted to cross track immediately in front of engine.

April 12.—Eugene Defoe, age 45, received slight cut on forehead and bruises on face at Market street crossing, Paterson, N. J., accident due to his own carelessness while under the influence of liquor. Train extra 36, George S. Gillett, conductor; engine 163, John Sullivan, engineer.

April 21.—Thompson Baird, brakeman, age 34, while coupling cars at Paterson, N. J., had first three fingers of right hand mashed, requiring amputation close to the hand. Train extra 10, J. D. Decker, conductor; engine 550, Edward Ostrom, engineer.

June 4.—John Murphy, switchman, age 20, was instantly killed at Paterson, N. J. He was cutting cars loose and in some way fell off on track and was run over. Engine 368, William Morrin, fireman, in charge.

July 9.—William C. Conklin, switchman, age 40, making coupling at Paterson, N. J., was caught between step and brake wheel and squeezed quite hard through right shoulder and chest, fracturing two ribs of right side, one car being of old style. The space between the cars is less than with the new build. Switch engine 368, George H. Cooper, engineer.

July 24.—David F. Stuart, age 35, had left hip slightly bruised while driving over road crossing near Ridgewood Junction, N. J. He apparently was asleep and paid no heed to signals given. Train extra 35, William Lemor, conductor; engine 554, F. Fitzgerald, engineer.

August 19.—John Anderson, passenger, age 35, received slight cut on side of his head by jumping off train 8, F. Tucokenback, conductor; engine 196, John Rosencrans, engineer. Near Ramsey, N. J. This man was thought from his actions to have been insane.

August 24.—Fred Essengger, age 22, had right leg broken above the knee, at Paterson, N. J., by block of granite, upon which he was trying his strength. The cause of accident lies wholly with the man himself, which he admits.

August 28.—John B. Wright, laborer, age 35, was quite badly bruised on head and right shoulder, at Paterson, N. J., by train 104, C. H. Ward, conductor; engine 111, D. S. Kenyon, engineer. He was walking on side of track, and when whistle was sounded several times stopped, and was struck by bumper of engine.

August 30.—John Houghtaling, brakeman, age 22, had the end of his left thumb bruised and bones broken, at Paterson, N. J., 2:30 A. M. He had made coupling, but carelessly had his hand resting on bumper, with thumb hanging over, which was caught by cars coming suddenly together. Train extra 35, John Norwood, conductor; engine 535, Jacob Beorg, engineer.

October 10 —John D. Stout, age 75, attempting to drive across track at Allendale, N. J., 11 A. M., was struck by train extra 35, George S. Jillert, conductor; engine 163, John Sullivan, engineer. Received slight cut on head; whistle was blown and bell rung before reaching crossing. This man is said to be very deaf.

October 19.—Samuel Randall, age 62, attempting to drive across track at Straight street crossing, Patterson, N. J., was struck by train 104, C. H. Ward, conductor; engine 111, D. S. Kenyon, engineer, receiving two cuts on forehead, and slight bruise on his face. Flagman at crossing gave him signal to stop, but he took no notice of it; 8:08 A. M.

October 20.—Mart. Crosby, crossing flagman, age 70, was fatally injured on Van Houstin street crossing, Paterson, N. J., 6:50 P. M. Died October 24. Switch engine 425, J. W. Bogert, engineer. This man stepped from east to west bound track, as engine was coming toward him. Bell ringing and headlight burning. Switchman Dunning called out to him, but he paid no heed to the warning.

November 23.—Emma Spolander, age 30, was killed near Straight street crossing Paterson, N. J., 5:30 P. M., switch train, engine 425, Jacob Bogert, engineer. This woman attempted

to cross track ahead of cars after she had been signaled by crossing flagman, who, together with yard master, called to her not to cross.

State of New York, City and County of New York, ss.—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the earnings and expenses of the Paterson and Ramapo Railroad Company are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, and that the foregoing statement of accidents occurring on said Paterson and Ramapo line during 1883, is correct and true to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Sworn and subscribed before me this 8th day of February, 1884.

GEO. E. GRANT,  
Notary Public, New York City and County.

## PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Pemberton and Hightstown Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$342,150 00
Bonded debt.....	160,000 00
Floating debt.....	<u>36,541 85</u>
Cost of road.....	<u>\$538,691 85</u>

This road extends from Pemberton to Hightstown, a distance of twenty five miles.

It is leased to the United Canal and Railroad Companies of New Jersey at an annual rental of six per cent. upon the capital stock, and seven per cent. upon the Company's bonds, payable semi-annually, upon the first days of January and July in each year.

It is equipped and operated by the Pennsylvania Railroad Company under their lease of the United Canal and Railroad Company of New Jersey, and the further information required by law is furnished by that Company.

State of New Jersey, Monmouth County, ss.—Nathaniel S. Rue, being duly sworn, on his oath says that he is President of the Pemberton and Hightstown Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

NATHANIEL S. RUE.

Sworn and subscribed before me this fifteenth day of January,  
A. D. 1884.

JOS. H. JOHNES,  
Notary Public, New Jersey.

# PEMBERTON AND SEA SHORE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Pemberton and Sea Shore Railroad Company presents the following report for the year ending December 31st, 1883:

Capital stock paid in-----	\$25,000 00
Bonded debt-----	375,000 00
Floating debt, outstanding coupons, \$242,480.00-----	} 293,240 40
Operating the road, 50,760.40-----	
Cost of road-----	<u>\$537,480 00</u>

The road extends from Pemberton Junction to Whiting's, a distance of eighteen (18) miles.

It is equipped and operated by the Pennsylvania Railroad Company as agent, and the further information required by law is furnished by said Company and is annexed hereto.

State of Pennsylvania, City of Philadelphia, ss.—James R. McClure being duly sworn, on his oath says that he is Treasurer of the Pemberton and Sea Shore Railroad Company and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JAMES R. MCCLURE.

Sworn and subscribed before me this 25th day of January, A. D. 1884.

HUGH B. ELY,  
Master in Court of Chancery, State of New Jersey.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$20,907 02
Income from freight-----	11,903 09
	<u>32,810 11</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	\$40,073 75
	<u>40,073 75</u>

## PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Perth Amboy and Woodbridge Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$57,200 00
Bonded debt.....	100,000 00
Floating debt.....	57,381 57

Cost of road and equipments.....	<u>\$214,581 57</u>
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The road extends from Rahway to Perth Amboy a distance of six and one-half miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of six per cent.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law must be furnished by that Company, and is annexed hereto.

State of New Jersey, Hudson County, ss.—Alfred L. Dennis, being duly sworn, on his oath says that he is President of the Perth Amboy and Woodbridge Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

A. L. DENNIS.

Sworn and subscribed before me this ninth day of February,  
A. D. 1884.

C. B. THURSTON,  
M. C. C., N. J.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$43,880 45
Income from freight-----	10,029 94
	<hr/>
	\$53,910 39
	<hr/>
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	\$26,841 89
Dividends paid during the year 1883, and how paid-----	1,632 00
	<hr/>

## PHILADELPHIA AND ATLANTIC CITY RAILROAD COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Philadelphia and Atlantic City Railroad Company presents the following report for the year ending December 31st, 1883 :

Cost of road and equipments at foreclosure sale, Sept. 20, 1883,  
subject to claims against the Trustees..... \$100,000 00

The road extends from Camden to Atlantic City, a distance of fifty-four and forty-two one-hundredths miles.

#### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers.....	\$108,072 59
Income from freight.....	56,844 51
Income from other sources.....	5,300 95
	<u>\$170,218 05</u>

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies.....	\$193,357 70
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#### REMARKS.

The Company is in process of reorganization.

State of Pennsylvania, Philadelphia County, ss.—F. S. Urie, being duly sworn, on his oath says that he is Superintendent of the Philadelphia and Atlantic City Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

F. S. URIE,

Superintendent P. & A. C. R. R. Co.

Sworn and subscribed before me this 4th day of April, A. D. 1884.

W. R. TAYLOR,

A Commissioner for the State of New Jersey.

#### ACCIDENTS FOR 1883.

May 5.—Mrs. Catherine Williams, a colored woman, injured at Magnolia station, death ensuing a short time after. Cause of accident, attempting to get on a train while in motion and was caught between platform and cars and crushed.

July 9.—Napoleon B. Aaronson, injured (not fatally) at Hamonton, by being struck by freight car while making a flying switch. Aaronson was cautioned by station agent about driving across the track. The car struck and killed the horse and threw Aaronson from the wagon.

August 30.—Accident near Pleasantville. The train was crossing a switch near Pleasantville, the locomotive passing over safely. Supposed cause of accident, the breaking of an axle under baggage car; train was derailed and seven cars wrecked. The following persons were injured, none fatally:

Josiah Lee, conductor, Camden, head cut and otherwise injured; H. Houghton, special officer, Philadelphia, spine injured, one rib broken and head cut; Mrs. Jeffries, Camden, incised wound right side of head, contused wound of breast; George DeHaven, Philadelphia, head and arm injured, collar bone broken; Ezra Lippincott, road master, Camden, right arm broken in three places; H. Anderson, Philadelphia, hip hurt; Kate Brennan, Philadelphia, head cut; Maggie Crout, Philadelphia, cut about head and arms; Caroline Freeman, Philadelphia, head cut; G. Bartholomew, Philadelphia, slightly cut about head; J. Miller, Philadelphia, back and leg injured; Wm. J. Harrold, Philadelphia, head and shoulder hurt; S. Stokes, Philadelphia, contused wound of right leg; Mrs. Clark, Philadelphia, hurt about the back; Mary Joyce, Philadelphia, contused wound right side of head; James Costello, Philadelphia, head crushed; George Trimbald, Camden, arm broken and two incised wounds on the

right side of the head ; J. W. Monnell, Philadelphia, forehead cut badly ; Arthur Price, Philadelphia, (5 years old), incised wound of forehead ; Mrs. Connor, Philadelphia, head gashed in several places ; Mrs. Spicer, Philadelphia, right side of head badly injured ; J. Saurman, Philadelphia, head cut ; H. Davis, Philadelphia, head and arm cut ; Mrs. M. B. Scott, Philadelphia, left shoulder dislocated and right arm broken ; J. Flager, contused wound left side head ; Mrs. Walker, Philadelphia, contused wound right leg ; Miss Walker, Philadelphia, knee joint sprained ; Lizzie Wilson, Philadelphia, contusion of breast and left shoulder ; Lizzie Reed, Philadelphia, incised wound ride side leg ; Joseph P. Long, Philadelphia, head cut ; J. W. Forrest, Philadelphia, scalp wound ; Mrs. Richardson, wound in the head ; Charles Yeager, contusion of right arm, internal injuries ; Mrs. McIlvaine, Philadelphia, bruises and shock ; Mr. McIlvaine and boy, Philadelphia, somewhat injured.

October 9.—Henry Jacoby, a brakeman on freight train, while in discharge of his duty was struck by a bridge at Stafford's cut, before daylight ; died in Pennsylvania Hospital, October 10, 1883.

November 10.—Three children of George Barnes, of Atlantic City, died from injuries received at Arctic avenue crossing by freight train moving slowly into depot. The children were in a carriage, the oldest, about twelve years, driving ; they were cautioned by several persons present not to cross the track in front of the train.

## PHILADELPHIA AND LONG BRANCH RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Philadelphia and Long Branch Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$110,000 00
Bonded debt—none.	
Floating debt-----	<u>510,220 04</u>
Cost of road and equipments-----	<u>\$442,175 63</u>

The road extends from Whitings to head of Barnegat Bay, a distance of twenty-seven and eighty-five one-hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of receipts over operating expenses.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Camden County, ss.—W. Taylor, being duly sworn, on his oath says that he is Treasurer of the Philadelphia and Long Branch Railway Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. TAYLOR.

Sworn and subscribed before me this 26th day of January,  
A. D. 1884.

HUGH B. ELY,  
Master in Court of Chancery,  
State of New Jersey.

## RAILROAD AND CANAL REPORTS.

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## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$18,126 41
Income from freight-----	<u>8,292 15</u>

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	<u>\$55,582 90</u>
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# PHILADELPHIA, MARLTON AND MEDFORD RAILROAD COMPANY.

## *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Philadelphia, Marlton and Medford Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$102,450 00
Bonded debt.....	<u>74,000 00</u>

Cost of road and equipments.....	<u>\$166,828 85</u>
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Dividends paid during the year 1883, and how paid—not any.

The road extends from Haddonfield to Medford, a distance of eleven and seventh-tenths miles.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers.....	\$13,448 41
Income from freight.....	3,055 89
Income from other sources.....	<u>1,300 39</u>

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies.....	<u>\$14,960 01</u>
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State of New Jersey, Camden County, ss.—Daniel M. Zimmerman, being duly sworn, on his oath, says that he is Secretary and Treasurer of the Philadelphia, Marlton and Medford Railroad Company, and that the foregoing statement, and the annexed

statement of accidents on the said road during the year 1883,  
are correct and true to the best of his knowledge and belief.

D. M. ZIMMERMAN.

Sworn and subscribed before me this fourth day of February,  
A. D. 1883.

PETER V. VOORHEES,

Master in Chancery.

PLEASANTVILLE AND OCEAN CITY RAILROAD  
COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Pleasantville and Ocean City Railroad Company, presents the following report for the year ending December 31st, 1883 :

REMARKS.

This road has ceased to exist as a separate corporation. Last year it was merged into the West Jersey and Atlantic Railroad Company, and all its obligations were assumed by that Company. The full returns will appear in the West Jersey and Atlantic Railroad Company's report.

W. TAYLOR,  
Treasurer.

January 2, 1884.

## ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Rocky Hill Railroad and Transportation Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$45,600 00
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Cost of road and equipments.....	\$45,600 00
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The road extends from Rocky Hill to Monmouth Junction, a distance of six and fifty one-hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent. on the capital stock held by individual stockholders.

It is equipped and operated by the Pennsylvania Railroad Company and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Somerset County, ss.—David H. Mount, being duly sworn, on his oath says that he is President of the Rocky Hill Railroad and Transportation Company and that the foregoing statement is true and correct, to the best of his knowledge and belief.

D. H. MOUNT.

Sworn and subscribed before me this 30th day of January, A. D. 1884.

CHARLES SHANN,  
Justice of the Peace.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$2,154 48
Income from freight-----	<u>1,971 22</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	\$9,117 49

## SALEM RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Salem Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$180,550 00
Bonded debt.....	100,000 00
Floating debt—none.	

Cost of road and equipments.....	<u>\$278,320 43</u>
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The road extends from Salem to Elmer, a distance of seventeen miles.

It is leased to the West Jersey Railroad Company at an annual rental of six per cent., free of all taxes on capital stock held by individual stockholders, and in accordance with the lease two dividends of three per cent. each have been paid during the past year to stockholders other than the West Jersey Railroad Company.

It is equipped and operated by the West Jersey Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Salem County, ss.—Samuel Abbott, being duly affirmed according to law saith that he is President of the Salem Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL ABBOTT.

Sworn and subscribed before me this third day of January,  
A. D. 1884.

WALTER W. ACTON,  
Notary Public.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$20,125 41
Income from freight-----	<u>6,716 28</u>

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	\$28,374 71
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## SOUTH BRANCH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the South Branch Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$438,300 00
Floating debt-----	3,568 87
Cost of road and equipments-----	<u>\$440,514 57</u>

The road extends from Somerville to Flemington, a distance of fifteen and eighty one-hundredths miles.

It is leased to the Central Railroad Company of New Jersey, at an annual rental of six per cent. on the capital stock of the Company.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New York, New York City and County, ss.—Henry S. Little, being duly sworn, on his oath says that he is Director of the South Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this 13th day of March, A. D. 1884.

JOHN L. CONOVER,  
Master in Chancery of New Jersey.

Income from passengers, freight and other sources, are included in the operations of the Central Railroad Company of New Jersey, and no separate account of same is made.

### SUSSEX RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Sussex Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$1,638,600 00
Bonded debt-----	236,500 00
Floating debt-----	7,404 86
	<u>\$1,882,504 86</u>

Cost of road and equipments-----	\$1,911,429 34
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Dividends paid during the year 1883, and how paid—none.

The road extends from Waterloo to Branchville and Franklin, a distance of thirty and thirty one-hundredths miles.

#### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$21,385 10
Income from freight-----	53,879 13
Income from other sources-----	<u>22,637 44</u>

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	<u>\$102,640 28</u>
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#### REMARKS.

The true value of this road has not changed since last year, and is, referring to the opinion of the Chief Justice in 1877, \$400,360.00—annual tax being \$2,001.80.

State of New York, New York County, ss.—Frederick H. Gibbens being duly sworn, on his oath says that he is Treasurer

of the Sussex Railroad Company and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

FRED'K H. GIBBENS.

Sworn and subscribed before me this seventh day of February,  
A. D. 1884.

LUDWIG R. MILLER,

Commissioner for the State of New Jersey in New York.

Accidents—none.

## SWEDESBORO RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Swedesboro Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$93,350 00
Bonded debt-----	200,000 00
	<hr/>
	\$293,350 00
Discount and interest deducted-----	\$31,075 21
	<hr/>
	<u>\$262,274 79</u>

The road extends from Woodbury to Swedesboro, a distance of ten and eight-tenths miles.

It is leased to the West Jersey Railroad Company, at an annual rental of six per cent. on the capital stock, and seven per cent. on the bonds and \$300 for organization.

It is equipped and operated by the West Jersey Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Gloucester County, ss.—Samuel Black, being duly sworn, on his oath says that he is President of the Swedesboro Railroad Company, and that the forgoing statement is true and correct to the best of his knowledge and belief.

SAMUEL BLACK.

Sworn and subscribed before me this fifth day of February,  
A. D. 1884.

JOHN FORD,  
Justice of the Peace.

## TOMS RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Toms River Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital Stock paid in-----	<u>\$240,000 00</u>
Cost of road and equipments at foreclosure sale-----	<u>\$15,000 00</u>

The road extends from Manchester to Toms River, a distance of seven and forty-eight one-hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company and the further information required by law is furnished by that Company, and is annexed hereto.

State of New York, New York City and County, ss.—Henry S. Little being duly sworn, on his oath says that he is President of the Toms River Railroad Company and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this thirteenth day of March, A. D. 1884.

JOHN L. CONOVER,  
Master in Chancery of New Jersey.

Income from passengers and freight are included in the operations of the New Jersey Southern Railway Company and no separate account of same is made.

## TOMS RIVER AND WARETOWN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the owners of Toms River and Waretown Railroad present the following report for the year ending December 31st, 1883 :

Purchased at foreclosure sale for-----	\$25,000 00
Indebtedness assumed-----	30,000 00
Extension to Barnegat-----	<u>20,000 00</u>
Cost of road and equipments-----	<u>\$75,000 00</u>

The road extends from Toms River to Barnegat, a distance of fourteen and eighty-three one-hundredths miles.

It is leased to the New Jersey Southern Railway Company, at an annual rental of a per centage on the gross receipts.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of Pennsylvania, Philadelphia County, ss.—John Aumack, being duly sworn, on his oath says that he is one of the owners of the Toms River and Waretown Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN AUMACK.

Sworn and subscribed before me this seventh day of February, A. D. 1884,

J. H. BURROUGHS,  
Commissioner for New Jersey.

### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers and freight are included in the operations of New Jersey Southern Railway Company, and no separate account of same has been made.

## TUCKERTON RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Tuckerton Railroad Company presents the following report for the year ending December 31st, 1883.

Capital stock paid in.....	\$547,744 67
Bonded debt.....	<u>99,862 00</u>
Cost of road and equipments at foreclosure sale, February 1880---	<u>\$85,000 00</u>

The road extends from Whittings to Tuckerton, a distance of twenty-nine miles, with extension from Tuckerton to Edge Cove, two miles.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers.....	\$19,871 39
Income from freight.....	10,388 73
Income from other sources.....	<u>2,245 02</u>
	\$32,505 14

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies.....	\$34,443 73
---	-------------

State of New Jersey, Burlington County, ss.—Archs. R. Pharo being duly affirmed, says that he is President of the Tuckerton Railroad Company and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

ARCHS. R. PHARO,  
President.

Affirmed and subscribed before me this 11th day of February,  
A. D., 1884.

A. W. HAYWOOD,  
Notary Public.

## UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

*To the Legislature of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad and canal companies of the State, the United New Jersey Railroad and Canal Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$21,240,400 00
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### THE FUNDED DEBTS ARE :

<i>First</i> —Loan of 1889, interest six per cent., outstanding.....	\$866,000 00
<i>Second</i> —A consolidated loan, due in 1889, interest six per cent., outstanding .....	5,000,000 00
<i>Third</i> —A sterling loan of £369,200 @ \$5, interest six per cent., outstanding .....	1,846,000 00
<i>Fourth</i> —A sterling loan of £360,000 @ \$5, interest six per cent., outstanding .....	1,800,000 00
<i>Fifth</i> —A loan due in 1888, interest six per cent., outstanding....	154,000 00
<i>Sixth</i> —A loan due in 1894, interest six per cent., outstanding....	2,000,000 00
<i>Seventh</i> —A loan due in 1901, interest six per cent., outstanding..	3,000,000 00
<i>Eighth</i> —A loan due in 1901, interest six per cent., outstanding..	2,300,000 00
<i>Ninth</i> —A loan due in 1901, interest six per cent., outstanding....	369,000 00
<i>Tenth</i> —A loan due in 1908, interest six per cent., outstanding....	841,000 00
<i>Eleventh</i> —A loan due in 1923, interest four per cent., outstanding..	1,824,000 00
	\$20,000,000 00
<i>Twelfth</i> —A bond due the State of New Jersey, interest six per cent .....	100,000 00
	\$954,902 75
Bonds and mortgages .....	\$954,902 75

The cost of the United New Jersey Railroad and Canal Company's works, including branches, steamboats, other equipment, real estate, &c. (including additional construction expenses incur- red by the lessee) is.....	\$37,375,299 50
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## INVESTMENTS IN AUXILIARY WORKS:

Stocks .....	\$4,659,309 00
Bonds .....	59,850 00
Advances .....	<u>1,830,685 78</u>

## RECEIPTS AND EXPENSES FOR 1883.

*Railroads.*

From passengers.....	\$5,542,247 22
From freights.....	7,984,144 79
From express matter.....	342,229 10
From mails.....	178,090 88
From miscellaneous.....	<u>361,828 45</u>
Total earnings.....	\$14,408,540 44
Working expenses.....	<u>10,513,338 70</u>
Net earnings.....	<u>\$3,895,201 74</u>

*Delaware and Raritan Canal.*

From tolls on boats.....	\$4,199 21
From tolls on lading.....	376,232 65
From tolls on steam towing.....	141,324 77
From miscellaneous.....	<u>26,298 58</u>
Total earnings.....	\$548,055 21
Working expenses.....	<u>291,574 56</u>
Net earnings.....	<u>\$256,480 65</u>
Total net earnings after deducting working expenses.....	<u>\$4,151,682 39</u>

The United New Jersey Railroad and Canal Company's Works are leased to the Pennsylvania Railroad Company, at an annual rental of ten per centum per annum upon the capital stock, free of all taxes, and in accordance with the lease, quarterly dividends of two and a half per cent. in cash have been regularly paid.

This Company being so leased have no knowledge as to details of operations and additional construction expenses, but by annual statements furnished by the Pennsylvania Railroad Company. The tables of distances and length of road and canal are furnished in the State Director's report.

State of New Jersey, Mercer County, ss.—John G. Stevens, President of the United New Jersey Railroad and Canal Company, being duly sworn according to law on his oath saith that the foregoing statement and report is true to the best of his knowledge, information and belief.

J. G. STEVENS.

Sworn and subscribed before me this 5th day of February  
A. D. 1884.

LEROY H. ANDERSON,  
M. C. C.

#### ACCIDENTS FOR 1883.

*Persons struck by passing trains and killed while walking or standing on the track.*

January 11.—Augustus Bache, Fish House. Conductor E. J. Wilson ; engineer, Jos. Coward.

January 18.—Joseph Peters, Meadows. Conductor, A. V. Bergen ; engineer, J. Van Pelt.

January 31.—S. Ochsenfeldt, Meadows. Conductor Gallagher ; engineer Freeman.

February 8.—Unknown man, near Menlo Park. Conductor, J. Dennis ; engineer, J. Bender.

February 19.—Unknown man, Camden. Conductor, E. J. Wilson ; engineer, Jos. Coward.

March 9.—Geo. Exkom, Meadows. Conductor, Slack ; engineer, Wiggins.

March 21.—Unknown man, Baldwin avenue, Jersey City. Conductor Jones ; engineer, H. Burton.

June 28.—J. R. Ayers, South Trenton. Conductor, H. W. Flaster ; engineer, Frank Farrell.

June 30.—Albert Schutz, near Perkins Station. Conductor, C. W. Sutphin ; engineer Jas. Smith.

July 6.—Two tramps, Fish House. Conductor, H. H. Carr ; engineer, John West.

July 7.—Patrick Grady, near Waverly. Conductor, H. W. Costigan ; engineer, Jno. Huber.

July 10.—Morris Danchar, near Stelton. Conductor, J. W. Bostwick ; engineer, C. Metz.

July 12.—Thomas Waldron, Trenton. Conductor, G. H. Thomas ; engineer, W. Cook.

August 4.—John E. Applegate, Outcalts Mills. Conductor, G. S. Tindall ; engineer, Jno. Buchanan.

August 20.—Unknown man, North Elizabeth. Conductor, J. W. Knowles ; engineer, Thos. Brady.

September 5.—Jos. Lutenberger, Hackensack bridge. Conductor, W. H. Merritt ; engineer, Edward Carr.

September 8.—Unknown man, Spa Springs. Conductor, C. R. Evans ; engineer, J. McClair.

September 12.—Henry Fisher, Camden. Conductor, Joseph Ellis ; engineer, John Curtis.

September 14.—Unknown man, Jersey City. Conductor, ——— ; engineer, L. Meyers.

September 16.—Unknown man, Jersey City. Conductor, ——— ; engineer, J. A. Willets.

November 16.—Unknown man, fourth mile post from South Amboy. Conductor, J. G. Clark ; engineer, J. Worts.

November 21.—Unknown woman, near Communipaw Junction. Conductor, W. Weest ; engineer, S. Fine.

*Persons struck by passing trains and injured while walking or standing on the track.*

January 25.—Patrick Payton, Camden, severely injured. Conductor, C. H. Hameson; engineer, Joseph Carman.

February 26.—James B. Hutchinson, Newark, severely injured. Conductor, ———; engineer, ———.

March 8.—Unknown man, Elizabeth, slightly injured. Conductor, W. Lime; engineer, ——— Fry.

March 17.—Walter Matthews and Patrick Gove, Perth Amboy Junction. Conductor, Peterson; engineer, Purt.

March 17.—Samuel Hollender, Stout's Crossing. Conductor, W. H. Laird; engineer, E. Page.

April 5.—Henry Elvegatt, East End, severely injured. Conductor, G. Duffield; engineer, C. Leslie.

April 11.—Edward McLain, near Menlo Park, severely injured. Conductor, Bostwick; Engineer, George Roe.

April 1.—James Kennedy, Marion, slightly injured. Conductor, P. Nilan; engineer, Miller.

June 6. Patrick Kelley, near South Trenton station, severely injured. Conductor, H. W. Feaster; engineer, E. Carr.

June 7. Thomas Tighe, Newark, rib broken and back injured. Conductor, A. C. Van Nostrand; Engineer, I. Van Pelt.

June 19. John Devine, Market street, Newark, severely injured. Conductor, ———; engineer, ———.

June 23.—Barney McLaughlin, Metuchen, fatally injured. Conductor, J. Dennis; engineer, J. Van Arsdale.

July 12.—Frederick Kline, Communipaw Junction, fatally injured. Conductor, T. Gallagher; engineer, I. Van Pelt.

July 12.—George Fulton, East Newark, slightly injured. Conductor, T. Callahan; engineer, William Gies.

July 20.—Two unknown men, near Waverly, fatally injured. Conductor, L. P. Booz; engineer, T. B. Jones.

September 1.—Richard Farrell, Jersey City, slightly injured. Conductor, — — —; engineer, — — —.

September 3.—Patrick Dooner, Jersey City round house, severely injured.—Conductor, — — —; engineer, J. W. Reid.

September 7.—John Hagerty, Millham Junction, arm crushed. Conductor, I. Smith; engineer, J. Boreman.

September 8.—Thomas Farley, Iselin. Conductor, Mitchell; engineer, Denton.

September 19.—James Parker, Centre street bridge, Newark, slightly injured. Conductor, W. C. Evans; engineer, T. Brady,

November 1.—Winfield Scott, near Iselin, severely injured. Conductor, W. Bradshaw; engineer, O. Hall.

November 15.—Wm. Rose, Jersey City, side and head injured. Conductor, W. W. Laird; engineer, J. D. Fry.

November 26.—Wm. Kelly, Jersey City, slightly injured. Conductor, — — —; engineer, — — —.

December 17.—Francis Masson, Newark, severely injured. Conductor, — — —; engineer, — — —.

*Persons killed or injured in attempting to get off and on moving trains:*

January 27.—Joseph Everett, Lumberton Station, head injured. Conductor, B. L. Wolcott; engineer, W. H. Watts.

February 1.—M. Fitzpatrick, Marion, severely injured. Conductor, R. Smith; engineer, N. Townsend.

February 24.—George E. Sibley, Elizabeth, slightly injured. Conductor, J. H. Lanning ; engineer, Wm. Berry.

February 27.—Patrick Kinney, Elizabeth, severely injured. Conductor, — — — ; engineer, — — —.

March 2.—Charles Gee, Jersey City Station, severely injured. Conductor, — — — ; engineer, — — —.

March 11.—Patrick Dungan, Newark, left foot crushed. Conductor, H. DeGroat ; engineer, — — —.

March 20.—Mrs. John Blone, Scott avenue, Rahway, slightly injured. Conductor, J. N. Whelply ; engineer, E. Hutton.

March 22.—A. Anderson, Co. B. Co. Junction, foot crushed. Conductor, E. A. Jemison ; engineer, Edward Worthly.

March 29.—Paul Beatus, Jersey City, fatally injured. Conductor, W. W. Bronson ; engineer, T. Brady.

April 4.—James O'Neil, Jersey City, severely injured. Conductor, T. O'Neil ; engineer, L. D. Morrison.

April 10.—Thomas Gerrity, New Brunswick, severely injured. Conductor, G. W. Thomas ; engineer, Wm. Furman.

April 18.—John Young, New Brunswick, leg crushed. Conductor, Ammerman ; engineer, E. Gwinnell.

April 21.—D. Brooker, Elizabeth, severely injured. Conductor, — — — ; engineer, — — —.

May 6.—Mrs. Mary O'Grady, Newark, slightly injured. Conductor, J. W. Bostwick ; engineer, B. Hurst.

May 17.—James Regan, near Iselin, severely injured. Conductor, W. J. Barton ; engineer, T. Easterline.

May 21.—J. M. Buckingham, Chestnut street station, Newark. Conductor, J. H. Knowles ; engineer, T. B. Jones.

May 30.—William Muller, East Newark, severe scalp wound. Conductor, A. C. Van Nostrand; engineer, G. Taylor.

May 31.—Unknown man, Hackensack bridge, slightly injured. Conductor, J. McLaughling; engineer, Wm. Furman.

June 3.—William Wallace, Chestnut street, Newark, severely injured. Conductor E. C. Cline; engineer, E. Gwinnell.

June 14.—William Decker, Lawrence, wrist sprained. Conductor, — — —; engineer, — — —.

June 15.—H. Tilton, Allenwood, foot mashed. Conductor, T. P. Ryan; engineer, D. Emmons.

July 10.—Hugh Mooney, Mount Holly Junction, right leg severely injured. Conductor, S. F. Slocum; engineer, W. Glick.

July 19.—Archie Miller, Jersey City, foot injured. Conductor, — — —; engineer, — — —.

July 28.—Thomas Hennessey, Newark, slightly injured. Conductor, J. Currie; engineer, L. P. Booz.

August 2.—Bodine Parker, Whitings Station, head injured. Conductor, B. L. Walcott; engineer, A. Engle.

August 4.—E. Northrup, Marion, head cut. Conductor, G. K. Deans; engineer, B. L. Hurst.

August 13.—Unknown man, Rahway, slightly injured. Conductor, H. W. Feaster; engineer, L. Meyers.

September 3.—John Schelz, Newark, severely injured. Conductor, — — —; engineer, — — —.

September 5.—P. Schaifer, Meadows, severely injured. Conductor, H. Marshall; engineer, Mulford.

September 6.—Edward Foley, Lawrence, slightly injured. Conductor, W. Roff; engineer, W. Cook.

September 8.—Alfred Brady, Princeton Junction, severely injured. Conductor, F. Farber; engineer, J. Pope.

September 10.—James O'Brien, Rahway, slightly injured. Conductor, — — —; engineer, — — —.

September 13.—James W. Sleater, Jersey City, killed. Conductor, W. Thomas; engineer, S. Barr.

September 18.—Thomas Chamberlain, East Moorestown, slightly injured. Conductor, Joshua Matlock; engineer, A. Engle.

September 28.—Miss Anna Creed, near South Amboy Station, slightly injured. Conductor, W. J. Carrick; engineer, W. Berry.

October 6.—Daniel McCarty, Jersey City, fatally injured. Conductor, William Connors; engineer, D. Sheldon.

October 16.—Henry Briscoe, Newark, right leg broken. Conductor, S. Dolan; engineer, — — —.

October 22.—John Sauerbrum, Rahway, face injured. Conductor, — — —; engineer, — — —.

October 23.—John Nash, Jersey City, face injured. Conductor, — — —; engineer, — — —.

November 2.—A Ross, Rahway, slight injuries. Conductor, B. F. Wilson; engineer, J. W. Hartman.

November 5.—Miss Annie Fitzgerald, Market street station, Newark, slightly injured. Conductor, W. H. Laird; engineer, I. D. Fry.

November 6.—N. J. Burns, Market street station, Newark, killed. Conductor, A. V. Bergen; engineer, John Emmons.

November 8.—Edward Matthews, Millham Junction, right leg broken. Conductor, W. Nunemaker; engineer, I. Larison.

November 14.—Samuel Allerton, Trenton, killed. Conductor, H. Stewart; engineer, A. A. Lazalare.

November 14.—David Cooper, Market street, Newark, slightly injured. Conductor, W. Wees; engineer, P. Moffet.

November 30.—Joseph Browen, Trenton, foot severely injured. Conductor, R. Elder; engineer, A. Robb.

December 4.—G. Tyrol, Meadows, foot sprained. Conductor, W. Filby; engineer, ———.

December 15.—D. M. Clark, Adams, fatally injured. Conductor, J. H. Lanning; engineer, E. Wright.

December 27.—Frank Lambert, Newark, right leg broken. Conductor, J. Packer; engineer, W. B. Gurney.

December 29.—B. L. Scott, Jersey City, right foot crushed. Conductor, E. Eaton; engineer, C. Naimley. •

*Persons other than employes killed or injured in other ways than as above stated.*

March 19.—Mrs. C. Crumm, Jersey City, arm broken by falling in Pullman car. Conductor, T. Stackhouse; engineer, G. Roe.

March 22.—F. Grestle, Hamilton street, Newark, killed by throwing himself in front of engine. Conductor, W. Black; engineer, B. Hurst.

March 26.—Edward Hatfield, South Broad street, Newark, foot crushed by falling under the wheels of train. Conductor, J. Desnoyer; engineer, W. Peabody.

April 18.—John Nagle, South Elizabeth, killed by throwing himself in front of train. Conductor, J. N. Whelply; Engineer, J. E. Hutton.

May 26.—John McKavlin, Meadows, knee fractured by being caught between bumpers while stealing ride. Conductor, ———; Engineer, ———.

June 13.—A. Gunn, Mt. Holly Junction, foot injured by moving train.—Conductor, J. Shinn; engineer, H. Hiens.

July 5.—Mrs. J. J. Henritta, between New Brunswick and Monmouth Junction, eye supposed to have been injured by a cinder from the engine. Conductor, J. Beach; engineer, L. Myers.

July 7.—Unknown boy, Jersey City, killed by falling from car under the wheels. Conductor, Jas. Leary; engineer, W. Lyons.

July 8.—Miss Crawford, Market street, Newark, thrown from train and slightly injured. Conductor, G. K. Deane; engineer, Wm. Peters.

July 30.—E. A. Booth, Jersey City, foot severely injured by being caught between cars. Conductor, D. F. Coltman; engineer, J. Kelly.

July 31.—Morris Riley, Harsimus Cove, struck by engine and severely injured. Conductor, H. McNully; engineer, W. Bratton.

August 8.—C. Anderson, Jersey City, head badly cut by being struck by freight car while leaning from train. Conductor, F. Farber; engineer, F. Pinneo.

August 17.—Wm. F. McIntire, East Brunswick, fatally injured by falling off train. Conductor, W. H. Smith; engineer, P. Shaller.

August 18.—W. W. Wilson, between Woodbridge and Woodbridge Junction, face injured by stone thrown through window. Conductor, J. Carrick; engineer, W. P. Weaver.

September 1.—W. S. Van Dorn, Sea Girt, finger injured by car door. Conductor, John P. Read ; engineer, B. F. Thompson.

September 16.—Mrs. L. Cardone, near Communipaw Junction, arm slightly injured by stone thrown by some unknown person. Conductor, T. O'Donnell ; engineer, W. Jordon, Jr.

September 17.—H. Selkirk, East Newark, face injured by stone thrown through window. Conductor, T. Gallagher ; engineer, J. Freeman.

October 1.—Louise Amrock, east end Hackensack bridge, severely injured by falling off train. Conductor, S. R. Stockton ; engineer, Jno. Knowles.

October 6.—Nathan Borden, Jersey City, slightly injured while passing between cars. Conductor, W. F. Thomas ; engineer, J. Sweeny.

October 7.—Chas. F. Noble, Passaic bridge, severely injured by falling from train. Conductor, W. Riddle ; engineer, J. Roney.

October 7.—Martha (Spencer) Dey, Railroad Mills, killed in wreck. Conductor, P. Delaney ; engineer, A. F. Perst.

October 7.—Wm. B. Havens, Railroad Mills, injured in wreck. Conductor, P. Delaney ; engineer, A. F. Perst.

December 3.—Richard Wheelan, Jersey City, thrown from wagon and severely injured. Conductor, — — — ; engineer, — — —.

December 29.—Wm. Wallis, Jersey City, killed by falling under wheels of moving train. Conductor, P. Myers ; engineer, C. Naimby.

*Persons found killed or injured lying along side of track, supposed to have been struck by passing trains or by attempting to jump off or on moving trains. Circumstances, what train and what conductors and engineers, unknown.*

March 10.—Unknown man, Jersey City, killed.

March 12.—Wm. Ferguson, Jersey City, killed.

March 15.—Albert Lenoque, Philadelphia, killed.

March 17.—Mark Frank, Elizabeth, seriously injured.

April 23.—Thos. Morrow, Jersey City, severely injured.

April 28.—Chas. Sooy, Harsimus Cove, killed.

June 8.—Unknown boy, between Linden and Rahway, killed.

July 9.—Chas. McPherson, Mantua, killed.

August 4.—Geo. Webb, Edgewater Park, killed.

August 10.—James Durkin, Bordentown, fingers mashed.

August 26.—Felix Campbell, South Trenton, killed.

September 5.—Unknown man, near Stelton, killed.

September 28.—Unknown woman, Marion, killed.

October 10.—Unknown man, one mile east of East Brunswick tower, killed.

October 27.—Michael McKeogh, Iselin, killed.

November 7.—Frank Tippin, near Fish House, killed.

November 16.—Unknown man, near Adams, fatally injured.

*Employes killed or injured while coupling or handling cars at station.*

January 3.—J. C. Barnum, Jersey City, hand injured. Conductor, W. Blake; engineer, F. Palmer.

January 5.—George Zingle, Jersey City, hand injured. Conductor, G. Griffin; engineer, W. Keefe.

January 8.—M. Dunn, Harsimus Cove, thumb crushed. Conductor, P. Burke; engineer, W. Rolfe.

January 9.—John Daly, Jersey City yard, fingers injured. Conductor, — — —; engineer, — — —.

January 10.—J. Porter, Fish House Meadows, finger injured. Conductor, W. Simmons; engineer, F. Pinneo.

January 12.—Fred. Bishop, Meadows, finger injured. Conductor, — — —; engineer, — — —.

January 12.—James Gray, Jersey City yard, hand slightly injured. Conductor, J. R. Skimmons; engineer, D. Sheldon.

January 13.—Wm. Flood, Harsimus Cove, two fingers crushed. Conductor, J. P. Fallon; engineer, E. Arnold.

January 15.—I. Arnold, Newark, slightly injured. Conductor, W. H. Marsh; engineer, H. W. Denton.

January 15.—W. B. S. Killer, Waverly, hand injured. Conductor, C. Arquit; engineer, L. Garoug.

January 25.—T. J. Marshall, Florence foundry. Conductor, D. Elms; engineer, Benj. Jobes.

January 30.—Chas. Sleeper, Pemberton, fingers injured. Conductor, E. A. Jemison; engineer, — — —.

February 3.—N. Wilson, Hartford, legs broken. Conductor, N. Wilson; engineer, John Lewis.

February 13.—August Dietz, Jersey City, killed. Conductor, J. Murphy; engineer, W. Lyons.

February 17.—W. Pitman, Trenton, severely injured. Conductor, M. A. Stewart; engineer, W. Higgins.

February 23.—Claudius Bradshaw, Camden, fingers injured. Conductor, Lewis Watson; engineer, J. Parsons.

February 27.—M. McGovern, Harsimus Cove, hand injured. Conductor, P. Brock; engineer, J. Currier.

February 27.—Joseph Wiltse, Camden, leg and foot injured. Conductor, ———; engineer, J. Parsons.

February 27.—W. O'Donnell, Meadows, severely injured. Conductor, J. McManus; engineer, E. Grimwall.

March 14.—D. Mulvey, Harsimus Cove, leg crushed. Conductor, J. Meyers; engineer D. Guernsey.

March 16.—Harry Eldridge, Jersey City, severely injured. Conductor, ———; engineer, ———.

March 22.—P. Brennan, Harsimus Cove, finger injured. Conductor, J. B. Yarns; engineer, William Lowell.

March 23.—S. R. Stewart, Monmouth Junction, hand injured. Conductor, J. Lythgoe; engineer, William Perry.

April 4.—Lewis Watson, Camden. Conductor, ———; engineer, ———. Hand crushed.

April 4.—M. Shelly, Harsimus Cove, fingers injured. Conductor H. Reynolds; engineer, J. McGready.

April 10.—Woodruff Hughes, Hightstown, two ribs broken, Conductor, E. A. Jamison; engineer, Earthy.

April 24.—J. S. Nash, Meadows, severely injured. Conductor, J. Culver; engineer, Wm. Vanderwater.

April 30.—J. M. Lynch, Harsimus Cove, severely injured, Conductor, R. Smith; engineer, Townsend.

May 1.—Wm. Nagle, Meadows, slightly injured. Conductor, P. Nilan; Engineer, Miller.

May 7.—George Dovan, Coal Port, hand severely injured. Conductor, H. C. Christian; engineer, ———.

May 17.—Daniel Martin, Jersey City, slightly injured. Conductor, J. Donahue; engineer, R. McCaul.

May 18.—John T. Babcock, Meadows, severely injured. Conductor, Charles White; engineer, W. Johnson.

May 19.—Geo. S. Glavin, Jersey City, severely injured. Conductor, J. Donahue; engineer, R. McCaul.

May 28.—Josiah Walton, Coal Port, severely injured. Conductor, A. Berrian; engineer, Wm. Willets.

June 1.—C. H. Roberts, Jersey City, severely injured. Conductor, J. Donahue; engineer, R. McCaul.

June 6.—James Broady, Trenton, finger mashed. Conductor, S. F. Slocum; engineer, W. Gulick.

June 13.—Augustus Priest, Jersey City, slightly injured. Conductor, Jno. Brock; engineer, E. Rose.

June 13.—C. G. Taylor, Jersey City, slightly injured. Conductor, John Brock; engineer, E. Rose.

June 23.—F. Matthewson, Meadows, right arm fractured. Conductor, Coogan; engineer, Cochran.

July 3.—Samuel M. Way, Monmouth Junction, finger mashed. Conductor, J. A. Shinn; engineer, William Fagon.

July 13.—John Sloan, Meadows, head severely injured. Conductor, Coogan; engineer, Cochran.

July 18.—J. Gordon, Jersey City, finger crushed. Conductor, J. Slater ; engineer, J. Gordon.

July 22.—William Fithian, Camden, fatally injured. Conductor, ——— ; engineer, T. Parsons.

July 22.—A. H. Simmons, Jersey City, arm injured. Conductor, J. Currid ; engineer, R. McCaul.

July 30.—James Grey, Harsimus Cove, hand severely injured. Conductor, J. Meyers ; engineer, Geo. Page.

July 31.—P. Prunty, Jersey City, fingers injured. Conductor, Jno. Brock ; engineer, E. Rose.

August 1.—C. H. Black, Newark, fingers crushed. Conductor, S. R. Stockton ; engineer, J. Knowles.

August 3.—F. Gerlack, Jersey City, finger broken. Conductor, J. Hulick ; engineer, H. Martindale.

August 9.—John Chamberlain, South Amboy, foot and ankle injured. Conductor, J. D. Dyer ; engineer, Sage.

August 18.—James Tallon, Meadows, slightly injured. Conductor, ——— ; engineer, ———.

August 22.—A. Van Dorn, Mile Run, fingers crushed. Conductor, G. Hall ; engineer, W. Burton.

August 23.—George Davis, Jersey City, two fingers broken. Conductor, J. Gordon ; engineer, J. Slater.

August 25.—Danner, left hand injured, Jersey City. Conductor, A. E. Ludlow ; engineer, W. Reinhard.

August 29.—Wm. Pedrick, Fish House Meadows, slightly injured. Conductor, E. M. Cain ; engineer, J. Vandegrift.

September 5.—C. W. Johnson, Trenton, hand injured. Conductor, J. H. Mount ; engineer, W. Peabody.

September 12.—Henry Crey, Meadows, hand injured. Conductor, G. Griffin; engineer, S. Ross.

September 13.—W. Gening, near Metuchen, hand injured. Conductor, J. J. Branagan; engineer, W. Lawall.

September 14.—Chas. Johnson, Harsimus Cove, foot injured. Conductor, J. Fallon; engineer, E. Arnold.

September 14.—Robert Kester, Hightstown, hand broken. Conductor, J. A. Shinn; engineer, W. L. Cole.

September 23.—Andrew Taylor, Jamesburg, arm slightly injured. Conductor, B. Jones; engineer, W. Applegate.

October 4.—John Fagan, South Amboy, hand severely injured. Conductor, ———; engineer, ———.

October 5.—Wm. Mullen, legs severely injured, Jersey City. Conductor William Mullen; engineer, R. McCaul.

October 8.—Wm. Bixby, Meadows, arm fractured. Conductor, G. Hall; engineer, W. Mitchell.

October 16.—Thos. Murray, Meadows, slightly injured. Conductor, C. White; engineer, ———.

October 18.—Wm. C. Lord, Camden, severely bruised. Conductor, ———; engineer, ———.

October 22.—P. Kelly, Harsimus Cove, head injured. Conductor, P. Burke; engineer, W. Rolfe.

October 23.—Woodruff Hughes, Riverton, left hand injured. Conductor, C. Bozid, Jr.; engineer, Theo. Bunting.

October 29.—Jno. Cassidy, Harsimus Cove, hand slightly injured. Conductor, ———; engineer, ———.

October 30.—James L. Sullivan, Princeton Junction, leg and arm broken. Conductor, E. G. Morris; engineer, G. Quigley.

November 2.—J. F. Osmond, Bordentown, severely injured. Conductor, M. A. Stuart; engineer, H. Higgins.

November 2.—Paul Williams, East Brunswick, slightly injured. Conductor, Charles Elfreth; engineer, G. Quigley.

November 7.—Fred. Freeman, Jersey City, hand slightly injured. Conductor, ———; engineer, ———.

November 10.—Fred. Hunter, Meadows, hand severely injured. Conductor, ———; engineer, ———.

November 12.—Patrick Grace, Harsimus Cove, hand severely injured. Conductor, J. Cassidy; engineer, J. Donnelly.

November 13.—Wm. H. Wilcox, Camden, leg severely bruised. Conductor, ———; engineer, ———.

November 16.—Edward Krauss, Harsimus Cove, severely injured. Conductor, R. Parker; engineer, E. Teel.

November 19.—Geo. O'Neil, Meadows. hand injured. Conductor, ———; engineer, ———.

November 22.—Wm. F. Lacy, Camden, hand severely injured. Conductor George O'Neil; engineer, R. Allen.

November 27.—W. B. Skillin, Newark, collar bone broken. Conductor, E. H. Elmhurst; engineer, E. Norton.

December 8.—James Richey, Maple Shade, severely injured. Conductor, ———; engineer, ———.

December 12.—John Albus, killed, Jersey City. Conductor, R. Parker; engineer, E. Teel.

December 15.—John Delaney, Harsimus Cove, hand crushed. Conductor, John Delaney; engineer, J. McGrady.

December 22.—J. Howley, Harsimus Cove, finger crushed. Conductor, James Barry; engineer, James Donnelly.

December 22.—Robert Burns, Harsimus Cove, hand injured. Conductor, Sines; engineer, Wood.

December 22.—M. A. Priest, Jersey City, arm injured. Conductor, ———; engineer, ———.

December 25.—Fred. Gerlack, Newark, left hand severely injured. Conductor, James Farley; engineer, J. Norton.

December 31.—J. Neary, Metuchen, hand slightly injured. Conductor, D. Mach; engineer, J. Meegan.

*Employees killed or injured by accident, as stated.*

January 3.—W. C. Payton, Jersey City, back injured by car running against the one under which he was working. Conductor, ———; engineer, ———.

January 4.—J. Peters, Meadows, while boarding a car at Meadows was struck by telegraph pole and slightly injured.

January 8.—Hugh Shortla, Pier D., injured in eye by piece of car material. Conductor, ———; engineer, ———.

January 9.—H. M. Little, Jersey City, finger severely injured by baggage. Conductor, ———; engineer, ———.

January 9.—George Logan, Jersey City, finger severely injured by baggage. Conductor, ———; engineer, ———.

January 6.—J. C. Schanze, Meadows, severely injured by falling from a car. Conductor, ———; engineer, ———.

January 11.—Charles Roxbury, Jersey City, head cut by car door rung. Conductor, ———; engineer, ———.

February 4.—W. L. Dean, Chestnut street, Trenton, struck by overhead bridge and killed. Conductor, S. Rapp; engineer, A. Ryan.

February 13.—J. McLaughlin, Jersey City, foot injured by iron rods sliding on gondola car. Conductor, J. McLaughlin; engineer, F. Bush.

February 14.—John Donahue, Millham Junction, thigh injured by falling from train. Conductor, — — —; engineer, — — —.

February 21.—Ferdinand Landmesser, Jersey City, knocked down wheel-barrow. Conductor, — — —; engineer, — — —.

February 22.—C. A. Thomas, Newark, severely injured by pick while cracking coal in tender. Conductor, J. Keartshorn; engineer, S. Simpson.

March 6.—John Cogne, Jersey City, severely injured by being struck by an engine. Conductor, — — —; engineer, J. Sweeney.

April 6.—J. McCafferty, Harsimus Trestle, severely injured by being thrown off engine and struck by a following engine. Conductor, C. Harriche; engineer, H. A. Martindale.

April 16.—George Madden, Jersey City, killed while passing between two cars. Conductor C. Grantzoe; engineer, H. Mitchell.

April 13.—Nicholas Earle, North Elizabeth, struck by overhead bridge and severely injured. Conductor, M. Garrigan; engineer, H. Allyn.

April 17.—Phillip Coney, Camden; left foot sprained by falling from top of car. Conductor, C. W. Sutton; engineer, L. Wilkinson.

April 27.—Lawrence O'Brien, Jersey City, fatally injured by being struck by train while endeavoring to save Mrs. Anthony. Conductor, Bush; engineer, G. Van Arsdale.

May 21.—Peter Donahue, Bordentown, knocked down and slightly injured by the breaking of a push pole. Conductor, A. L. Haines; engineer, E. Perry.

May 22.—John H. King, South Amboy, arm crushed by being run over by car. Conductor, Jas. Chasay; engineer, J. Bodine.

May 28.—Edward Maxwell, Monmouth Junction, severely injured by falling from top of car. Conductor, E. G. Norris; engineer, Demees.

June 10.—Wm. I. Lacey Delanco, struck by overhead bridge signal and severely injured. Conductor, C. Hand; engineer, L. Elbertson.

June 13.—George Zengle, East Newark, head injured by being struck by roof of station while leaning from side of train. Conductor, ———; engineer, ———.

July 3.—Owen Farley, Market street, Newark, went to sleep on the track and had hand severely injured by being run over. Conductor, J. Chandler; engineer, Jas. Norton.

July 9.—Randall Robbins, John Gregory, John Ware, New Brunswick, all injured by being struck by coupling pin. Conductor, W. W. Hawk; engineer, J. W. Hartman.

July 23.—Wm. Manning, Jersey City, foot injured by an iron plate falling on it. Conductor, ———; engineer, ———.

August 7.—Thomas Tuomy, Jersey City, dragged off of top of car by telegraph wire and seriously injured. Conductor, J. Reilly; engineer, Mulford.

August 13.—Michael Power, Jersey City, struck by engine while cleaning lamps and injured about shoulder and back.

August 22.—Wm. E. Herring, Jersey City, head injured by falling from car. Conductor, ———; engineer, ———.

August 25.—Samuel Thomas, Bordentown, right knee sprained by falling from car. Conductor, D. Elms; engineer, ———.

August 31.—J. H. Kelly, Meadows, leg caught between pilot of engine and tie and broken. Conductor, P. Nilan; engineer, W. Johnson.

September 1.—Richard Farrell, Harsimus Cove, struck by engine while turning switch and slightly injured. Conductor, J. Sullivan; engineer, George Page.

September 3.—T. Majthery, East Brunswick, hand injured while coupling. Conductor, H. Stewart; engineer, A. A. Larzelere.

September 26.—Robert Gamble, between North Elizabeth and Linden, head slightly injured by falling off train. Conductor, T. H. Corcoran; engineer, M. Montgomery.

October 3.—Chas. Leonard, Monmouth Junction, struck by one train while another was passing and instantly killed. Conductor, J. P. Read; engineer, J. Cain.

October 7.—John Bury, Railroad Mills, injured in wreck. Conductor, P. Delaney; engineer, A. F. Perst.

October 7.—G. W. Chandler, Wm. Shark, F. O. Hand, Railroad Mills, injured in wreck. Conductor, P. Delaney; engineer, A. F. Perst.

October 18.—Wm. G. Manning, Jersey City, badly crushed while climbing over cars. Conductor, ———; engineer, ———.

October 24.—J. Delaney, Harsimus Cove, head struck by car door and slightly injured. Conductor, J. Delaney; engineer J. McGrady.

October 25.—R. W. Smith, Camden and Burlington County

Junction, severely bruised by collision. Conductor, A. Van Brunt; engineer, Geo. Loheyer.

October 25.—Wm. Eichner, near Barracks, killed by falling from top of car and being run over. Conductor, Buckwalter; engineer, Christian.

December 25.—Jos. McKierman, Meadows, severely injured by falling under moving train. Conductor, H. S. Marshall; engineer, A. H. Martindale.

December 15.—Jos. McCullough, Newark, fatally injured by falling from top of car. Conductor Jas. Farley; engineer, J. Norton.

December 23.—John Newcomb, Jersey City, leg broken by pile of express matter falling on him. Conductor, W. F. Thomas; engineer, J. Sweeney.

December 26.—F. Pinneo, Long Branch Junction, killed in wreck. Conductor, J. Allen; engineer, F. Pinneo.

*Persons killed or injured by moving trains while crossing the track.*

February 2.—B. Gray, Jersey City, severely injured. Conductor, ———; engineer, J. Sweeney.

February 10.—J. N. Albright, Masonville, bruised. Conductor, J. A. Southwick; engineer, J. A. Fort.

February 19.—Thomas Quinlan, Gilbert's crossing, severely injured. Conductor, William Gee; engineer, William Gordon.

March 8.—Thos. Ditmas, Newark, killed. Conductor, W. W. Branson; engineer, Wm. Gordon.

March 10.—W. T. Meeney, Jersey City, slightly injured. Conductor, ———; engineer, W. Wiggins.

November 18.—Ralph L. Dey, Schalk's Farms, killed. Conductor, C. G. Johnson ; engineer, W. Baldwin.

November 19.—John Burns, Jersey City, severely injured. Conductor, T. Bush ; engineer, J. A. Willits.

December 30.—Alfred Banks, Marion, killed. Conductor, W. Coulter ; engineer, G. Van Arsdale.

All the conductors and engineers named in the foregoing report were retained in the service of the Company.

*The following accidents were reported since making up the annual report for 1883 :*

November 20.—Thomas Rock, freight brakeman, while attempting to jump on a moving engine at Jersey City had one foot crushed. Conductor, J. Keown ; engineer, R. McCaul. Both retained in service of the company.

December 5.—D. F. Bishop, a passenger standing up in hotel car slightly injured by a collision with a drill train in Jersey City yard. Conductor A. D. Stork ; engineer, J. Sweeney. Both retained in service of the company.

# VINCENTOWN BRANCH OF THE BURLINGTON COUNTY RAILROAD AND TRANS- PORTATION COMPANY.

## *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Vincentown Branch of the Burlington County Railroad and Transportation Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$25,000 00
Bonded debt.....	<u>15,000 00</u>
Cost of road and equipments.....	<u>\$43,256 61</u>

This road extends from Vincentown to Ewensville, a distance of three miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent. ; was leased since June 1st, 1868, by the Camden and Amboy Railroad and Transportaion under sanction of the Legislature of New Jersey.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Burlington County, ss. John S. Irick being duly sworn, on his oath says that he is President of the Vincentown Branch of the Burlington County Railroad and Transportation Company and that the foregoing statement is true and correct to the best of his knowledge and belief.

JNO. S. IRICK.

President.

Sworn and subscribed before me this 28th day of January,  
A. D. 1884.

SAM'L. O. ROSS,  
Notary Public.

RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$1,647 95
Income from freight-----	896 51

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies--- ----	\$3,549 01
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## VINELAND RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Vineland Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	<u>\$600,000 00</u>
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Cost of road and equipments, as foreclosure sale.....	<u>\$10,000 00</u>
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The road extends from Atsion to Bay Side a distance of forty-seven and fifty-one one-hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company and the further information required by law is furnished by that Company, and is annexed hereto.

State of New York, New York City and County, ss.—Henry S. Little, being duly sworn, on his oath says that he is President of the Vineland Railroad Company and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this thirteenth day of March, A. D. 1884.

JOHN L CONOVER,

Master in Chancery of New Jersey.

Receipts and expenses for 1883 are included in the operations of the New Jersey Southern Railway Company, and no separate account of same is made.

## WARREN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Warren Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in .....		\$1,800,000 00
Bonded debt .....		1,350,000 09
Floating debt, unpaid, {	$\begin{array}{r} \$3,181,409\ 77 \\ 31,499\ 77 \\ \hline \$3,150,000\ 00 \end{array}$	31,409 77
Cost of road, \$3,150,000.00 .....		<u>\$3,181,409 77</u>

The road extends from New Hampton Junction to Delaware river, a distance of eighteen and twenty-five one hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad at an annual rental of seven per cent. per annum on its stock and bonds. This road has no rolling stock or equipment, the Delaware, Lackawanna and Western Railroad Company, of Pa., operates and furnishes the rolling stock and equipment.

It is equipped and operated by the lessee, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Warren County, ss.—John I. Blair, being duly sworn, on his oath says that he is President of the Warren Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN I. BLAIR.

Sworn and subscribed before me this 22d day of February,  
A. D. 1884.

CHARLES E. VAIL,

Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1883.

Income from passengers.....	\$47,757 87
Income from freight.....	412,619 47
Income from other sources.....	53,865 58
	<hr/>
	\$514,242 92
	<hr/>
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies.....	\$280,353 86
	<hr/>
Dividends paid during the year 1883, and how paid—seven per cent. to the stockholders as rental.....	\$126,000 00
Interest on bonds.....	94,500 86
Taxes .....	15,750 00
	<hr/>
	\$516,603 86
	<hr/>

ACCIDENTS FOR 1883.

May 26.—George Englert, brakeman, injured at Washington.

May 28.—John O'Brien, laborer, killed near Pegnest.

April 14.—Edward Staples, conductor, injured coupling cars  
near Bridgeville.

April 26.—Dennis Kelehan, laborer, found dead on track at  
Oxford—run over.

April 27.—John Evans, brakeman, injured coupling cars at  
Washington. Patrick Kelly, injured at Oxford pumping on en-  
gine.

May 23.—George Smith, trackman, fatally injured at Pt.  
Washington.

August 14.—W. O. Finn, brakeman, injured coupling at Del-  
aware.

August 15.—David Gardner, laborer, killed walking on track.

September 29.—Edward Hill, firemen, injured at Junction,  
crushed between engine and round house door.

## WEST END RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the West End Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	<u>\$40,000 00</u>
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Cost of road and equipments.....	<u>\$43,716 51</u>
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The road extends from East Long Branch to West End, a distance of one and seventy-three one-hundredths miles.

It is leased to the New York and Long Branch Railroad Company at an annual rental of four thousand two hundred dollars.

It is equipped and operated by the Philadelphia and Reading Railroad Company and the further information required by law is furnished by that Company, and is annexed hereto.

State of New York, New York City and County, ss.—Robt. Hobart Smith being duly sworn, on his oath says that he is Treasurer of the West End Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBT. HOBART SMITH.

Treasurer.

Sworn and subscribed before me this 13th day of March, A. D. 1884.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

Receipts and expenses for 1883 are included in the operations of the New Jersey Southern Railway Company and no separate account of same is made.

## WEST JERSEY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the West Jersey Railroad Company, presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$1,441,750 00
Bonded debt-----	2,758,400 00
Floating debt—none.	

Cost of road and equipments-----	<u>\$3,184,767 33</u>
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Dividends paid during the year 1883, and how paid:—

One of 3 per cent. payable in scrip, convertible into stock, and one of 3 per cent. payable in cash.

The road extends from Camden to Cape May, a distance of eighty-two miles, and a branch from Glassboro to Bridgeton, a distance of twenty-miles.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$870,002 56
Income from freight-----	<u>357,651 91</u>

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	<u>\$785,757 01</u>
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State of Pennsylvania, City of Philadelphia, ss.—G. B. Roberts being duly sworn, on his oath says that he is President of the West Jersey Railroad Company and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

G. B. ROBERTS.

Sworn and subscribed before me this thirty-first day of January, A. D. 1883.

HUGH B. ELY,

Master in Court of Chancery, State of New Jersey.

ACCIDENTS FOR 1883.

May 18.—William Hendermark, struck and killed on the crossing at Union road, south of Glassboro. A. L. Sparks, conductor; Samuel Chester, engineer.

July 15.—Rachael Hughes, age 70 years, while walking on the track near Bennett's Station, was struck and killed. James G. King, conductor; Daniel Iszard, engineer.

September 1.—Martha Ann Stewart, attempted to cross the track near Dare street station in front of train 64, was struck and killed. J. Hann, conductor; Wm. Richards, engineer.

August 9.—Charles Lockmier, injured at Woodbury, afterwards recovered. F. Mount, conductor; Thomas Githens, engineer.

## WEST JERSEY AND ATLANTIC RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the West Jersey and Atlantic Railroad Company presents the following report for the year ending December 31st, 1883:

Capital stock paid in-----	\$628,300 00
Bonded debt-----	<u>545,000 00</u>
 Cost of road and equipments-----	 <u>\$664,946 29</u>

The road extends from Newfield to Atlantic City, and from Pleasantville to Somer's Point, a distance of forty-one miles.

It is leased to the West Jersey Railroad Company at an annual rental of excess over cost of operating road.

It is equipped and operated by the West Jersey Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Camden County, ss. George Wood, being duly affirmed, on his affirmation says that he is President of the West Jersey and Atlantic Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE WOOD,  
President W. J. & A. R. R.

Affirmed and subscribed before me this thirtieth day of January, A. D. 1884.

HUGH B. ELY,  
Master in Chancery, State of New Jersey.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$168,399 40
Income from freight-----	<u>22,265 30</u>

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	<u>\$123,111 80</u>
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## ACCIDENTS FOR 1883.

August 2. Chas. Neher, run over and killed one-half mile south of Weymouth station; supposed to have fallen asleep on the track. Elmer Mayhew, conductor; Wm. Mitchell, engineer.

## WILLIAMSTOWN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Williamstown Railroad Company presents the following report for the year ending November 30th, 1883 :

Capital stock paid in-----	\$30,000 00
Bonded debt-----	250,000 00
Floating debt,—none.	

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\$280,000 00

Cost of road and equipments-----	\$146,442 00
Dividends paid during the year and how paid—none.	

The road extends from Acto to Williamstown, a distance of nine and three-quarters miles.

## RECEIPTS AND EXPENSES FOR 1883—11 MONTHS TO NOV. 30.

Income from passengers-----	\$4,160 98
Income from freight-----	9,626 95
Income from other sources-----	503 12

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	\$13,964 15
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## REMARKS.

The Williamstown Railroad was reorganized December 1st, 1883, as the Williamstown and Delaware River Railroad Company. Above report is for eleven months ending November 30, 1883.

State of New Jersey, Gloucester County, ss.—Samuel Garwood being duly sworn, on his oath says that he is Superinten-

dent of the Williamstown Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1883, are true and correct, to the best of his knowledge and belief.

SAMUEL GARWOOD.

Sworn and subscribed before me this twenty-eighth day of March, A. D. 1884.

W. H. BODINE,

Justice of the Peace.

ACCIDENTS FOR 1883.

July 26.—John Phillips, brakeman, hand injured coupling cars.

Nov. 1.—Louis Eldridge, section foreman, attempted to cross track in front of passenger train No. 25, struck by engine and painfully injured. Recovered.

Nov. 3.—Benjamin Hewlings, hand injured coupling cars; construction train.

## WOODSTOWN AND SWEDESBORO RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Woodstown and Swedesboro Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$100,000 00
Bonded debt-----	90,000 00
Floating debt—none.	
	<hr style="border-top: 3px double black;"/>
True value of road and equipments-----	<u>\$125,000 00</u>

The road extends from Swedesboro to Oakland, a distance of eleven and one-half miles.

It is leased to the West Jersey Railroad Company at an annual rental of excess of earnings over expenses.

It is equipped and operated by the West Jersey Railroad Company and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Camden County, ss. William J. Sewell being duly sworn, on his oath says that he is President of the Woodstown and Swedesboro Railroad Company, and that the forgoing statement is true and correct to the best of his knowledge and belief.

W. J. SEWELL,  
President.

Sworn and subscribed before me this first day of February,  
A. D. 1884.

J. J. BURLEIGH,  
Notary Public.

## RECEIPTS AND EXPENSES FOR 1883.

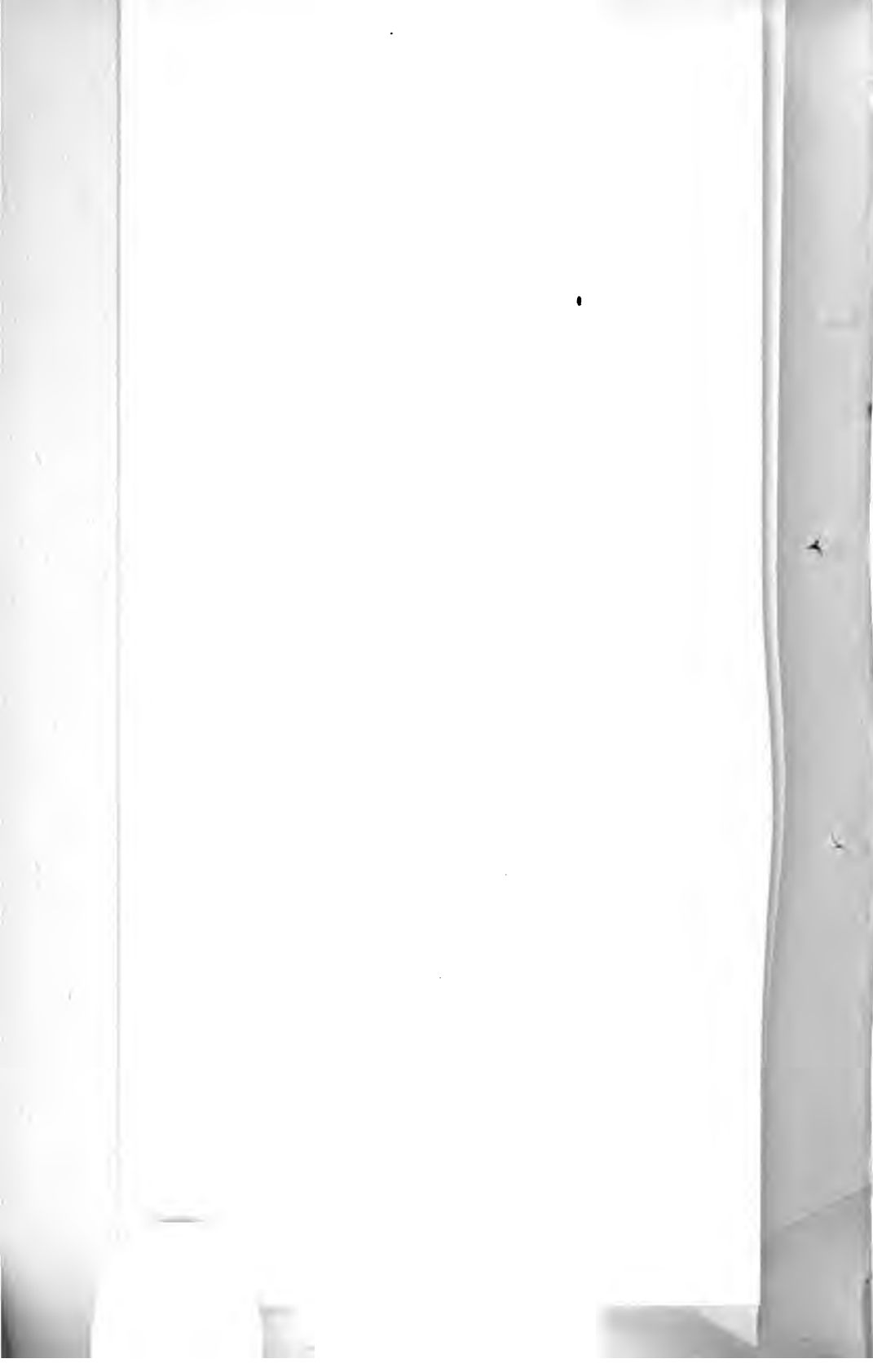
Income from passengers-----	\$16,331 41
Income from freight-----	<u>6,129 18</u>

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	<u>\$16,938 47</u>
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Dividends paid during the year 1883, and how paid—none.

Accidents—none.





# REPORTS OF HORSE RAILROAD COMPANIES.

## CITY RAILWAY COMPANY, TRENTON, N. J.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the City Railway Company, Trenton, New Jersey, presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$42,750 00
Bonded debt-----	37,000 00
Floating debt-----	16,771 96
	<hr/>
Cost of road and equipments-----	\$90,358 30
	<hr/>

Dividends paid during the year 1883, and how paid :—none.

The road extends from Chambersburg to Millham, a distance of three (3) miles.

### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$33,096 50
Income from other sources, advertising-----	142 50
	<hr/>

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	\$35,662 20
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State of New Jersey, Mercer County, ss. Charles Y. Bamford being duly sworn, on his oath says that he is Treasurer of

the City Railway Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883, are correct and true to the best of his knowledge and belief.

CHAS. Y. BAMFORD.

Sworn and subscribed before me this 4th day of January, A. D. 1884.

BENJ. VAN CLEVE,  
Commissioner of Deeds.

## CAMDEN HORSE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Camden Horse Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$50,000 00
Bonded debt-----	46,000 00
Floating debt-----	9,500 00
	<u>\$105,500 00</u>

Cost of road and equipments-----	\$126,273 09
Dividends paid during the year 1883, and how paid—none.	<u></u>

The road extends through the streets of the city of Camden a distance of about nine miles.

## RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	} \$52,705 49
Income from freight-----	
Income from other sources-----	

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies-----	<u>\$48,645 54</u>
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State of New Jersey, Camden County, ss.—Thomas A. Wilson, being duly sworn, on his oath says that he is President of the Camden Horse Railroad Company and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are true and correct, to the best of his knowledge and belief.

THOS. A. WILSON,  
President.

Sworn and subscribed before me this 7th day of January, A.  
D. 1884.

JOHN HOOD,  
M. C. C.

## ELIZABETH AND NEWARK HORSE RAILROAD COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Elizabeth and Newark Horse Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in.....	\$232,725 00
Bonded debt—none.	
Floating debt, mortgages and bills payable.....	13,400 00
	<u>\$246,125 00</u>
Cost of road and equipments.....	\$252,129 02
Dividends paid during the year 1883, and how paid—in cash.....	<u>6,981 75</u>

The road extends from the Elizabeth depot of Philadelphia and Reading Railroad to Lyons Farms and Waverly Fair Grounds and from Miller street, Newark, to the Paterson depot of the Erie Railway in Newark, in total a distance of ten miles, 1322 feet.

### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers.....	\$40,125 45
Income from other sources.....	206 71
	<u>\$40,333 16</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies.....	31,001 52
	<u>\$9,330 64</u>

State of New Jersey, Union County, ss. Jacob Davis, being duly sworn, on his oath, says that he is President of the Eliza-

beth and Newark Horse Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

JACOB DAVIS,

Sworn and subscribed before me this second day of January,  
A. D. 1884.

G. J. DAVIS,  
Notary Public.

## THE NEWARK AND SOUTH ORANGE HORSE CAR RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Newark and South Orange Horse Car Railroad Company presents the following report for the year ending December 31st, 1883 :

Capital stock paid in-----	\$75,000 00
Bonded Debt-----	12,000 00
Floating debt—none.	
	<hr/> \$87,000 00 <hr/>

The road extends from Newark to South Orange, with branch line through Ferry street and Hamburgh Place, Newark, a distance of about eight miles.

### RECEIPTS AND EXPENSES FOR 1883.

Income from passengers-----	\$78,575 17
Income from other sources-----	623 00
	<hr/> \$79,198 17 <hr/>

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies-----	<hr/> \$90,276 38 <hr/>
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State of New Jersey, Essex County, ss.—John Radel being duly sworn, on his oath saith that he is President of the Newark and South Orange Horse Car Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1883 are correct and true to the best of his knowledge and belief.

JOHN RADEL,  
President.

Sworn and subscribed before me this first day of May, A. D.  
1884.

CHARLES BANHULING,  
Master in Chancery of New Jersey.

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## REPORTS OF RAILROAD COMPANIES.

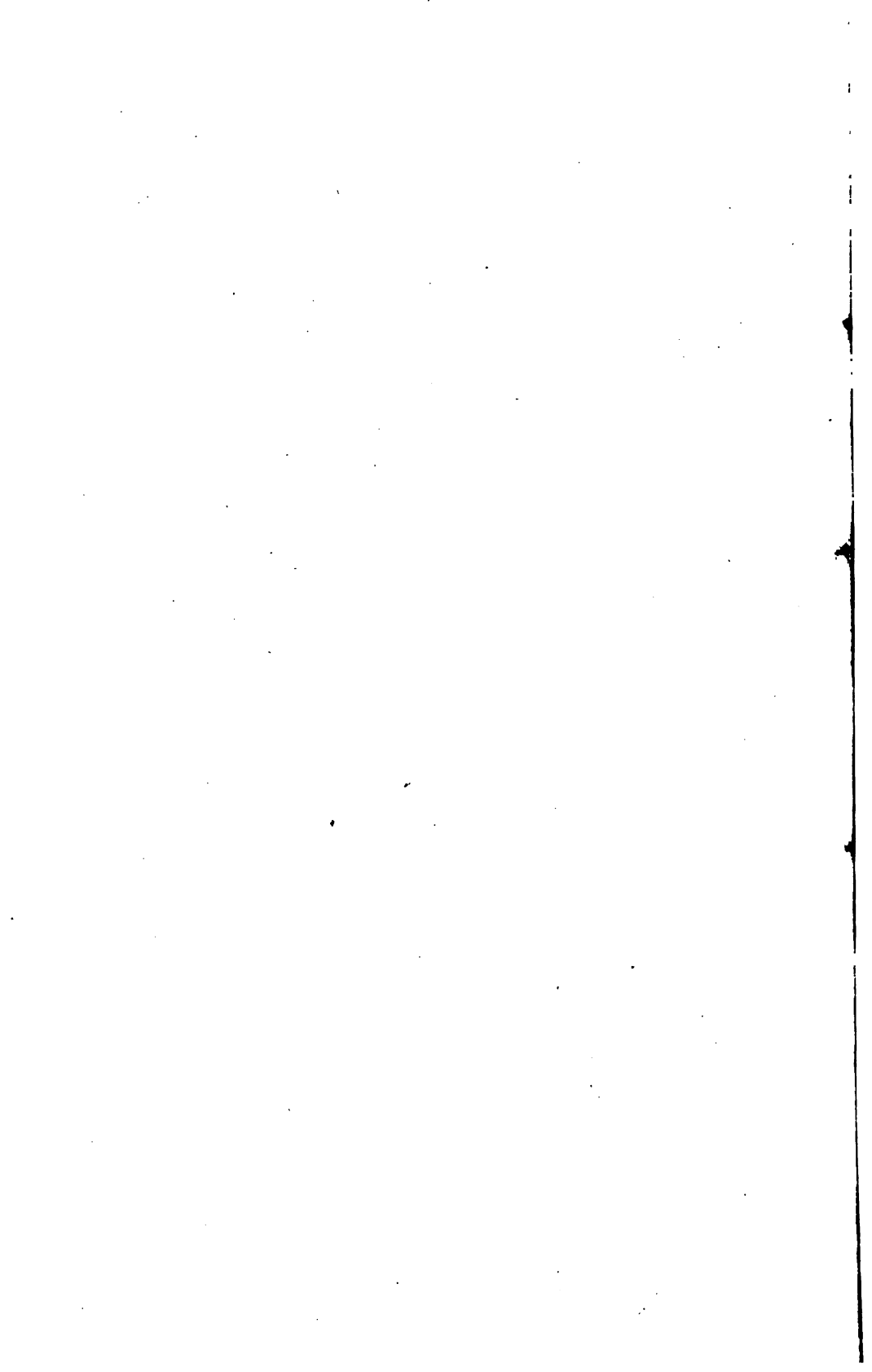
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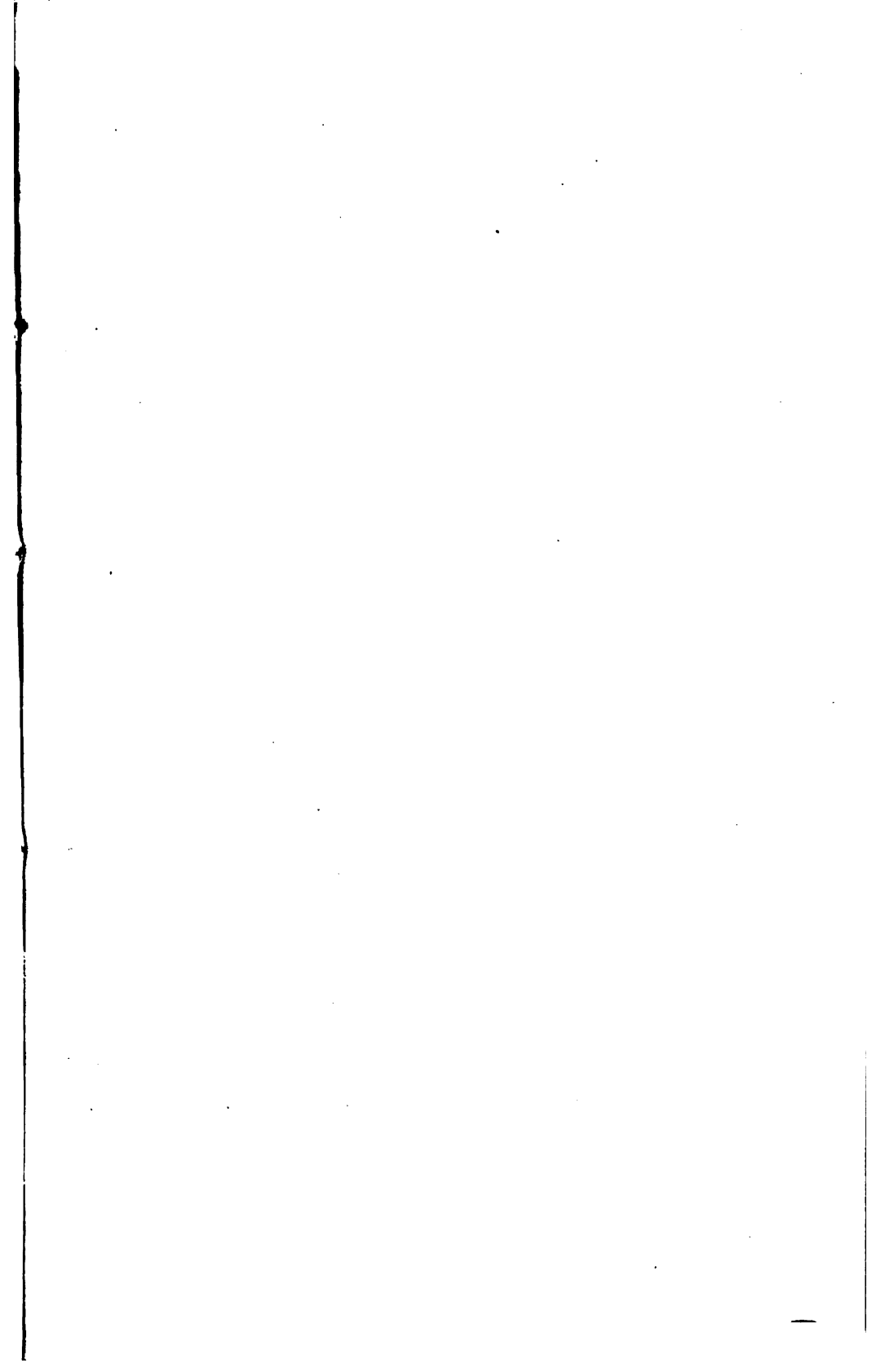
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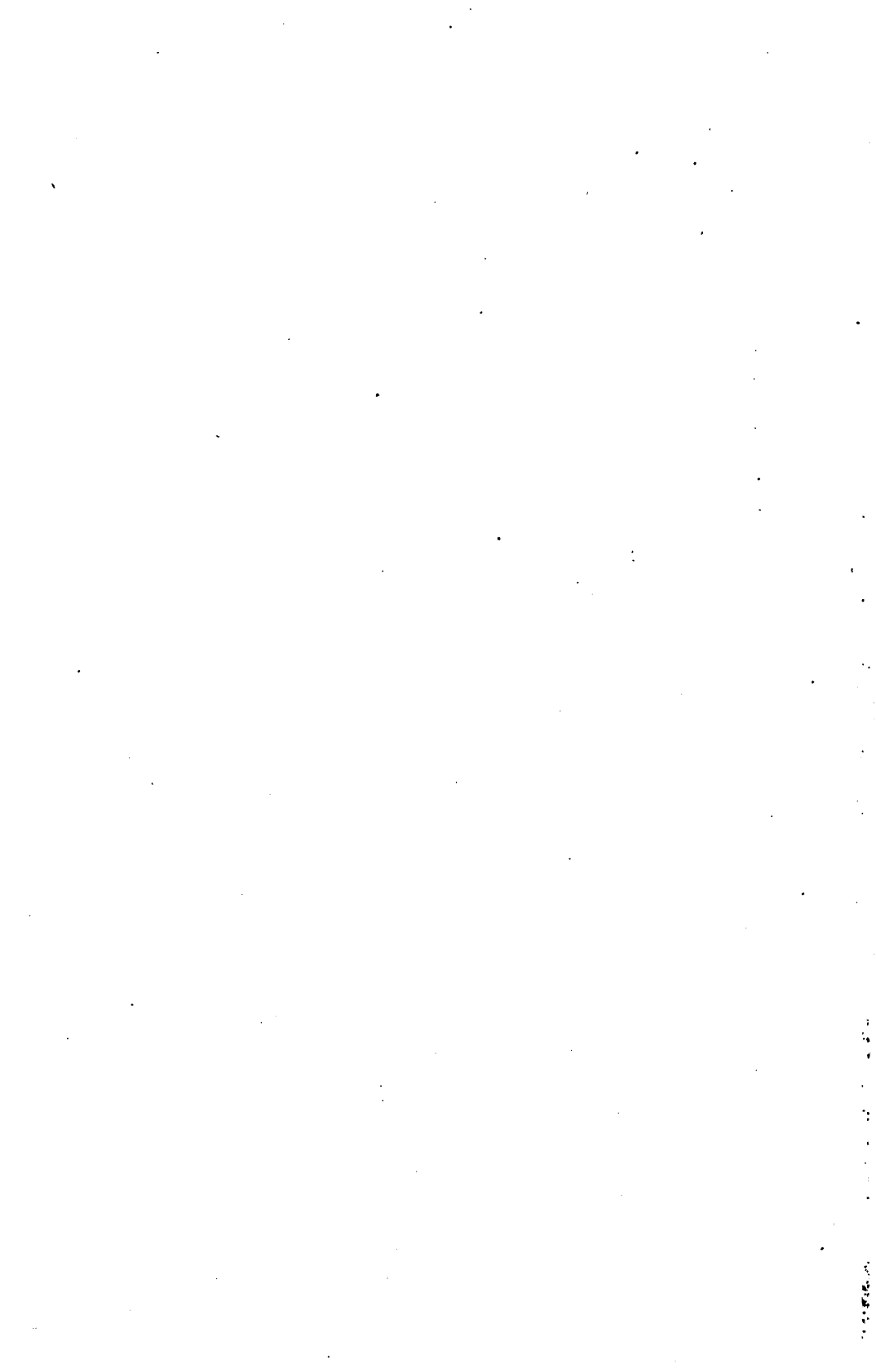
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Comptroller of the Treasury  
Annual statement of the railroad and  
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NAME

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NEW JERSEY - HOPKINS RAILWAY  
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